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General Information

Location: DRESDEN DEU
ICAO/IATA: EDDC / DRS
Lat/Long: N51° 08.06', E013° 46.08'
Elevation: 754 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0428 Z
Sunset: 1737 Z

Runway Information

Runway: 04
Length x Width: 9350 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 754 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22
Length x Width: 9350 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 700 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 984 ft

Communication Information

ATIS: 118.880
Dresden Tower: 122.930
Dresden Ground: 121.980
Dresden Apron Ramp/Taxi: 121.755
Munich Radar Radar: 125.875 RCO
Dresden Rescue Emergency: 121.555

EDDC/DRS
DRESDEN

JEPPESEN

4 MAR 22

10-1P

DRESDEN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 118.880

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

From 2200-0600LT, flight operations at Dresden APT will be restricted to prevent noise disturbance at night. Take-offs and landings between 2200-0600LT are only permitted as follows:

Take-offs and landings of air carriers in commercial airline traffic and non-scheduled air transport (with the exception of air taxis) from 2200-2330LT and from 0530-0600LT.

Delayed landings and take-offs from 2330-0000LT if the planned arrival or departure time at/from Dresden APT is before 2330LT and the arrival or departure takes place before 0000LT; premature landings from 0500-0530LT if the planned time of arrival is after 0530LT.

Flights by air carriers, whose ACFT are mainly maintained at Dresden APT and who conduct commercial airline traffic and non-scheduled air transport at Dresden APT for the purpose of service/repairs as well as ferry flights/relocation flights by these air carriers from 2200-2330LT and from 0530-0600LT.

Exceptions:

Above stated restrictions regarding operating times do not apply to:

- Flights on missions of aid in cases of emergency and catastrophe.
- Flights which are absolutely necessary for medical supplies and to fulfill humanitarian assignments.
- Landings for meteorological, technical and other safety reasons.
- Calibration flights by Deutsche Flugsicherung GmbH (DFS) or on their behalf.
- A maximum of 24 take-offs or landings per calendar year in the course of production of the ACFT industry located at Dresden APT.

1.2.2. REVERSE THRUST

Reverse thrust, other than idle thrust, shall only be used to an extent necessary for safety reasons.

1.2.3. RUN-UP TESTS

Engine test-runs require permission from the APT operator. He establishes location, time-span and sequence of engine test-runs. Engine test-runs are not generally permitted Sun & Hol H24, weekdays 2000-0600LT. Exceptional permission may be granted by the airport operator in justified cases. Consent for an engine test-run by the Aviation Supervision Office does not include the necessary ATC clearance for taxiing. Applications shall be directed to

Flughafen Dresden GmbH,
Verkehrszentrale
Fax: 0351 881 3225
"DRESDEN Apron" 121.755.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. ACFT GUIDANCE WHEN REACHING OR FLYING BELOW RWY VISUAL RANGE (RVR) OF 1000M AND/OR REACHING A CEILING OF 300FT (ALL WEATHER OPERATIONS)

In All-Weather Operations under CAT II/III conditions and/or LVTO, taxiing traffic on TWYs B, C, D and Apron 5 is not permitted. Taxiing across the stop bars/barrage bars after they have turned red is strictly prohibited. No clearances of any kind cover permission for taxiing across an operating, red stop bar.

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DRESDENJEPPesen
4 MAR 22
10-1P1DRESDEN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.3.1.1. ARRIVING ACFT

After landing on RWY 22, ACFT shall vacate the RWY via the colour-coded TWY centerline (yellow/green) on TWY A. ACFT are requested to report clearing the colour-coded centerline lights (yellow/green) to Tower. Within the area competency to ramp control, a Follow-me car will hold at intersections leading to the parking positions on TWY H, and direct ACFT to the assigned parking position.

1.3.1.2. DEPARTING ACFT

The direct taxiing of ACFT from aprons 1 and 2 to TWY H is generally possible. In case direct taxiing to TWY H is not possible, ACFT will be guided to the junction of TWY H by a Follow-me car. Taxi movements for conducting take-offs in low visibility (LVTO) are permitted for RWYs 04 and 22 which are authorized for them in accordance with the requirements pursuant to the "Guidelines for All-Weather Operations" in the currently valid version.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWY H for ACFT up to code letter E (ACFT up to code letter F on request).

Due to reduced obstacle clearance of 156'/47.5m ACFT shall be guided by Follow-me car.

TWYs B and D for ACFT up to code letter D only.

TWYs C, L, M-Blue, M-Orange, N and P for ACFT up to code letter C only.

TWYs K and L (between stand 2 and TWY K) for ACFT up to code letter B only.

TWYs M-Blue and M-Orange:

Use from SR to SS and with RVR equal or more than 350m only.

TWYs F and G for helicopter only.

1.4.2. TAXIING ON THE APRON

- Pilots may request a Follow-me car from Apron Control for guidance.
- On the apron, ACFT may only taxi on or along the yellow, blue (M blue) and orange (M orange) taxiing guide lines. No deviations or shortcuts are allowed. In exceptional cases taxiing off the guide lines is permitted on special instructions by Apron Control, only.
- On the apron, ACFT are permitted to taxi only at the indispensable minimum engine speed.

1.4.3. TAXIING ACROSS THE APRON

ACFT taxiing across the apron shall establish radio contact with DRESDEN Apron, at the latest when reaching the boundary of responsibility of Apron Control, and taxi as instructed by Apron Control to the change-over point of the ATC unit. At the change-over point the pilot will be instructed to establish radio contact with Tower.

1.5. PARKING INFORMATION

Stands 51 thru 54 for helicopters only.

Visual Docking Guidance System available for stands 7 thru 10 and 30 thru 38.

1.6. OTHER INFORMATION

Caution: Birds.

Ultralight ACFT activity.

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DRESDENJEPPESEN
21 SEP 07 10-1P2DRESDEN, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.
Not applicable within Airspace C.

2.2. NOISE ABATEMENT PROCEDURES

Visual approaches with CAT C & D ACFT and a span of equal to or greater than 24m shall be restricted to a final approach distance of at least 5 NM and not less than 2400' MSL at the start of the approach. The descent rate of 5.2%/3° shall be strictly observed and checked with the PAPI indication.

2.3. CAT II/III OPERATIONS

RWY 22 is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

2.4.1. TAXIING OF ACFT ON THE APRON

ACFT may leave "nose-in-positions" only with "push-out-facility"; there are exceptions in individual cases. Reverse thrust shall not be used. ACFT operators shall make appropriate arrangements.

2.4.2. ACFT GUIDANCE ON THE APRON

- Arriving ACFT shall establish radio contact with "DRESDEN Apron", when reaching the boundary of responsibility as depicted on APT charts at the latest, and shall taxi as instructed by Apron Control to the position assigned.
- If the crew realizes when taxiing into a nose-in position equipped with visual docking guidance system that the latter is switched off or out of order, it shall stop the ACFT immediately. Malfunctioning shall be reported to Apron Control via radio. Taxiing will be continued according to instructions by Apron Control.
- On parking positions without a visual docking guidance system, ACFT are guided by a marshaller.

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DRESDEN

JEPPesen
21 SEP 07 (10-1P3)

DRESDEN, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. ACFT GUIDANCE ON THE APRONS

- **START-UP PROCEDURE:**
Clearance for starting up engines shall be requested on the frequency "DRESDEN Ground".
- **PUSH-BACK PROCEDURE:**
To obtain push-back instructions from a nose-in position, pilots are advised to request push-back permission on the respective frequency of "DRESDEN Apron". In order to avoid delays in taxiing, pilots are instructed to start the engines during push-back. After completion of the push-back, "ready to taxi" shall be reported on the frequency of "DRESDEN Apron".
- **TAXI-OUT PROCEDURE:**
To obtain instructions for taxiing from a taxi-out position, pilots are instructed to request taxi clearance on the respective frequency of "DRESDEN Apron".
When taxiing from a position, pilots are instructed to request taxi clearance on the frequency of "DRESDEN Apron". On initial radio contact with "DRESDEN Apron", pilots shall report position and "ready to taxi" and/or the RWY in use assigned by the aerodrome control tower.
- Permission for push-back or taxiing from a position may only be requested if the pilot can perform the manoeuvre immediately.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.
Not applicable within Airspace C.

EDDC/DRS
DRESDEN

JEPPESEN
15 JUN 18 10-2 Eff 21 Jun

DRESDEN, GERMANY
STAR

D-ATIS
118.880

Apt Elev
754

Alt Set: hPa (IN on request)
Trans level: By ATC

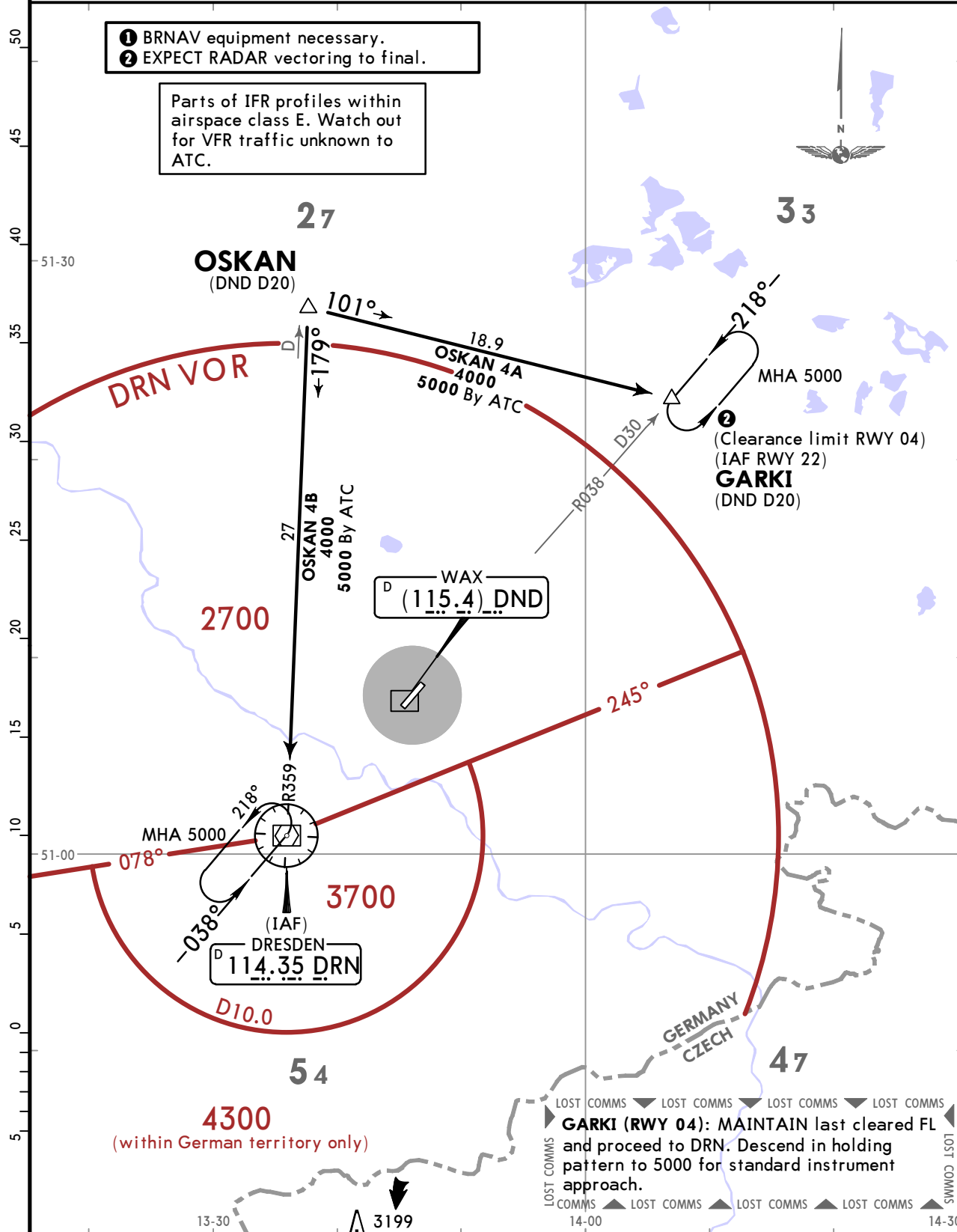
OSKAN 4A [OSKA4A] ①
RWY 22 ARRIVAL

OSKAN 4B [OSKA4B]
RWY 04 ARRIVAL

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

- ① BRNAV equipment necessary.
② EXPECT RADAR vectoring to final.

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to
ATC.



CHANGES: ATIS.

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DRESDEN

JEPPESSEN
15 JUN 18 **10-2B** Eff 21 Jun

DRESDEN, GERMANY
RNAV TRANSITION

D-ATIS
118.880

Apt Elev
754

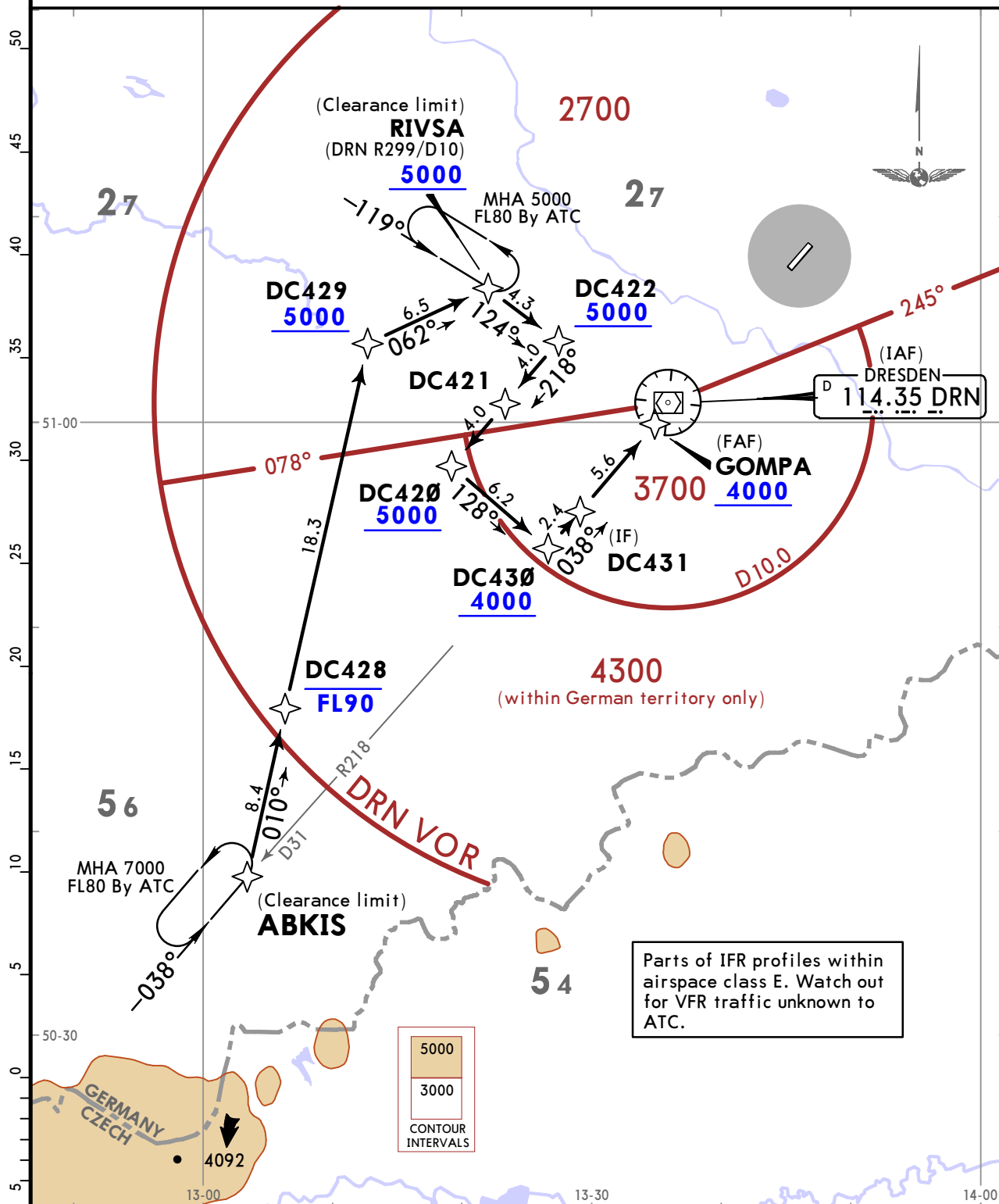
Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Altitude assignments will be issued by ATC.

ABKIS 04 [ABK04]
RWY 04 RNAV TRANSITION

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to
ATC.

ROUTING

ABKIS - DC428 (FL90-) - DC429 (5000+) - RIVSA (5000+) - DC422 (5000+) - DC420 (5000+) - DC430 (4000+) - GOMPA (4000+).

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DRESDEN

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15 JUN 18 10-2C Eff 21 Jun

DRESDEN, GERMANY
RNAV TRANSITION

D-ATIS
118.880

Apt Elev
754

Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Altitude assignments will be issued by ATC.

GARKI 04 [GAR04], HDO 04 [HDO04]

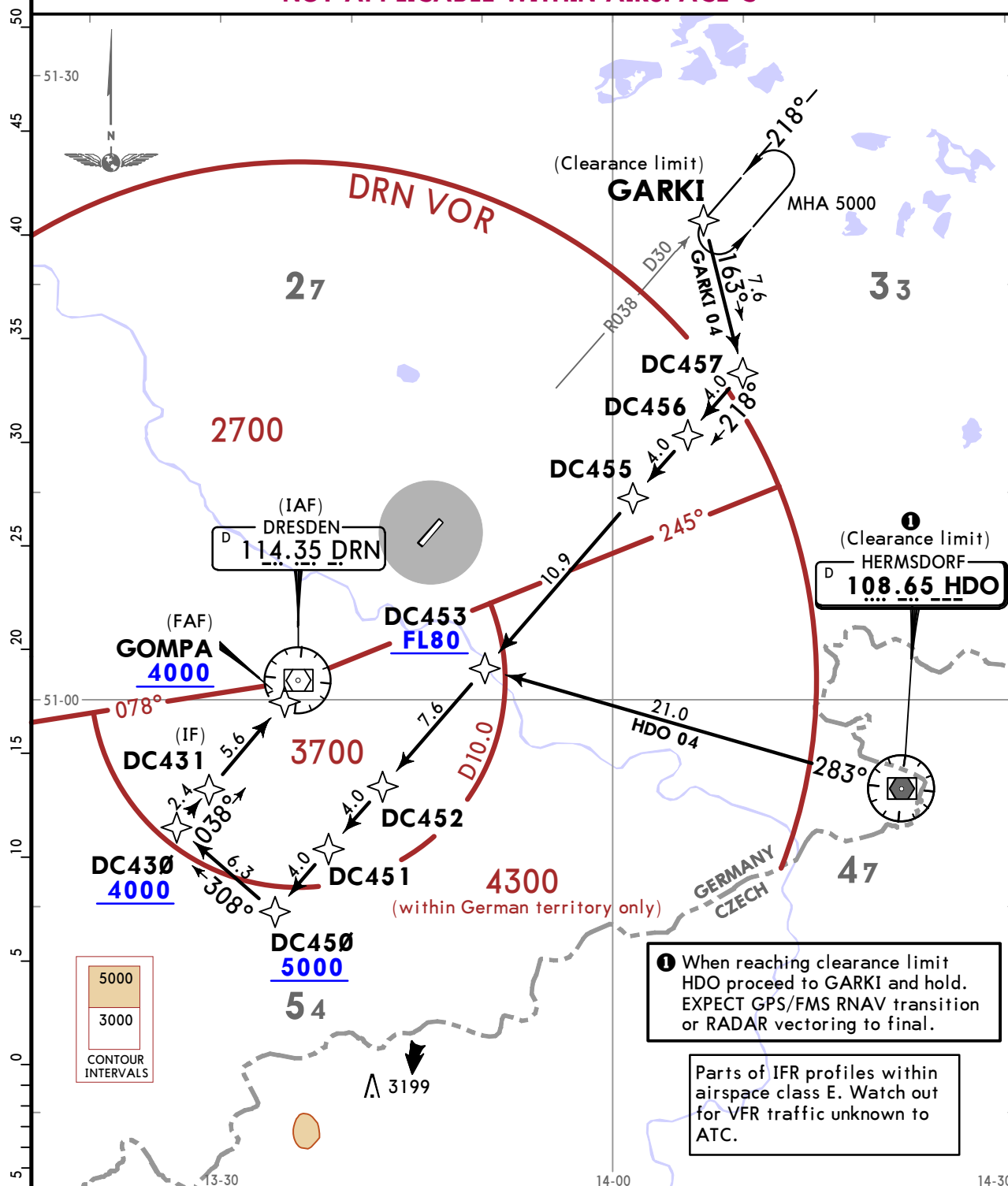
RWY 04 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITIONS

ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
GARKI 04	GARKI - DC457 - DC453 (FL80+) - DC450 (5000+) - DC430 (4000+) - GOMPA (4000+).
HDO 04	HDO - DC453 (FL80+) - DC450 (5000+) - DC430 (4000+) - GOMPA (4000+).

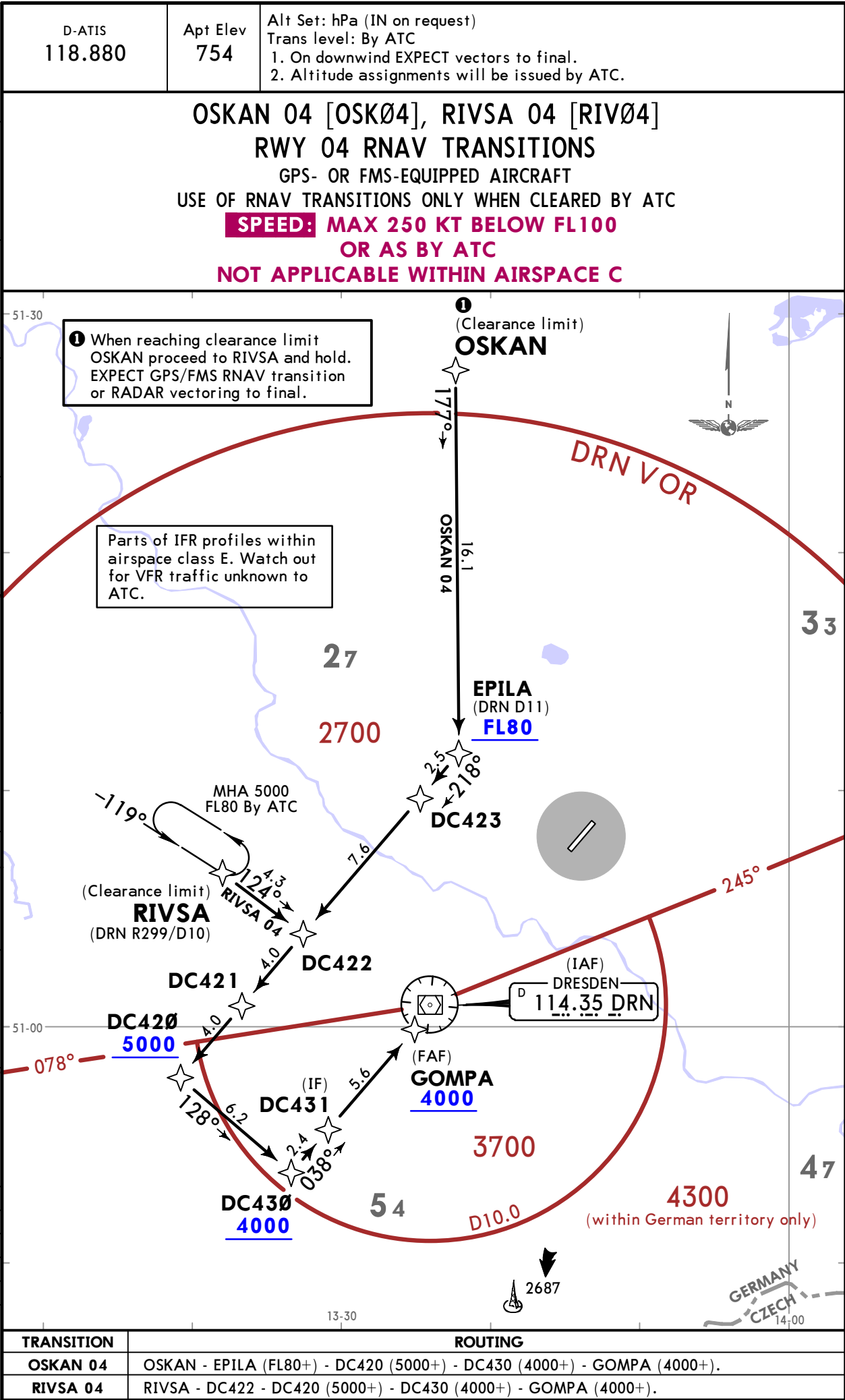
CHANGES: ATIS.

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15 JUN 18 10-2D Eff 21 Jun

DRESDEN, GERMANY
RNAV TRANSITION



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15 JUN 18 **10-2E** **Eff 21 Jun**

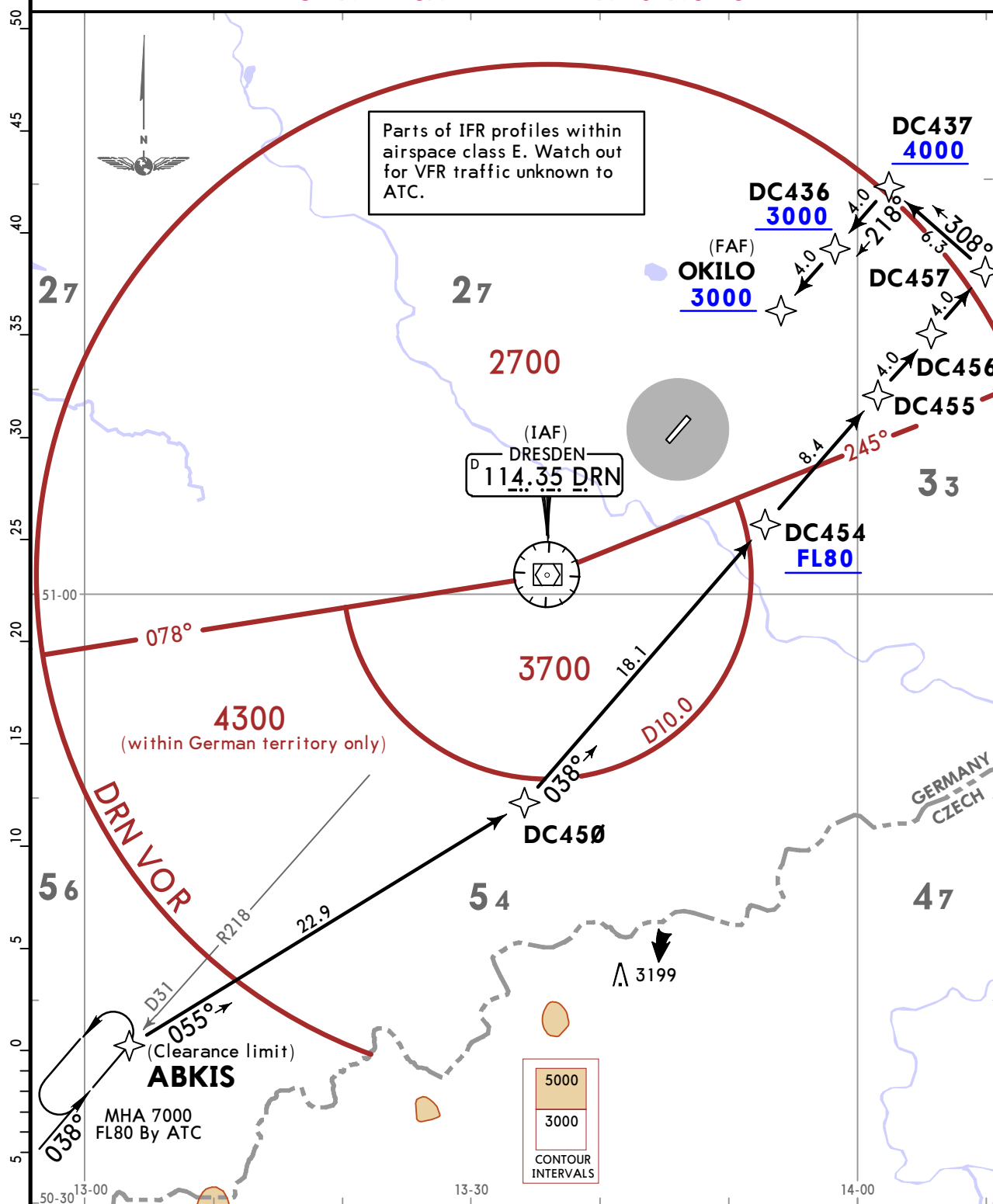
DRESDEN, GERMANY
RNAV TRANSITION

D-ATIS
118.880

Apt Elev
754

Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Altitude assignments will be issued by ATC.

ABKIS 22 [ABK22]
RWY 22 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



ROUTING

ABKIS - DC450 - DC454 (FL80+) - DC457 - DC437 (4000+) - DC436 (3000+) - OKILO (3000+).

CHANGES: ATIS.

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DRESDEN

JEPPESSEN
15 JUN 18 10-2F Eff 21 Jun

DRESDEN, GERMANY
RNAV TRANSITION

D-ATIS
118.880

Apt Elev
754

Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Altitude assignments will be issued by ATC.

GARKI 22 [GAR22], HDO 22 [HDO22]

RWY 22 RNAV TRANSITIONS

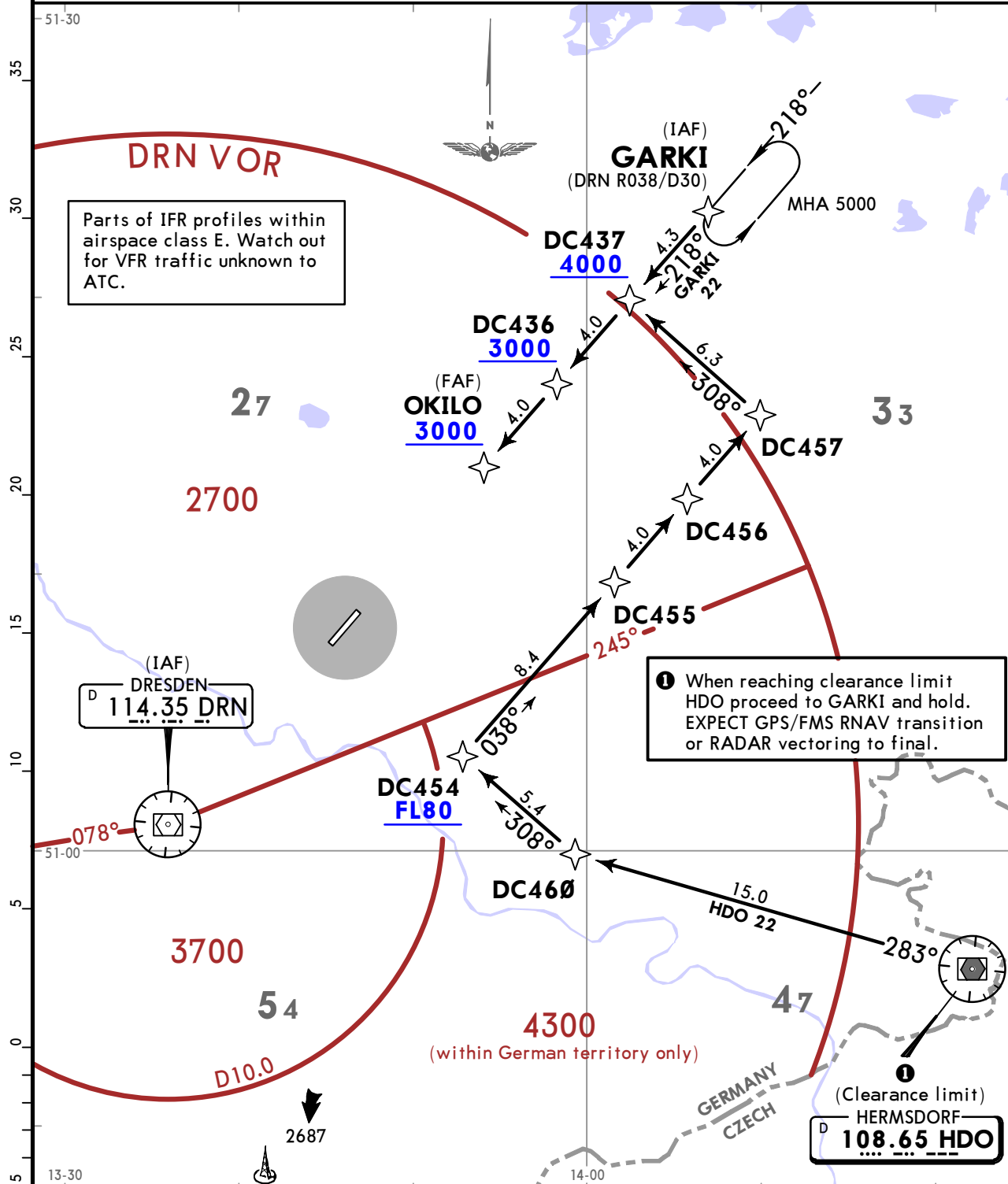
GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

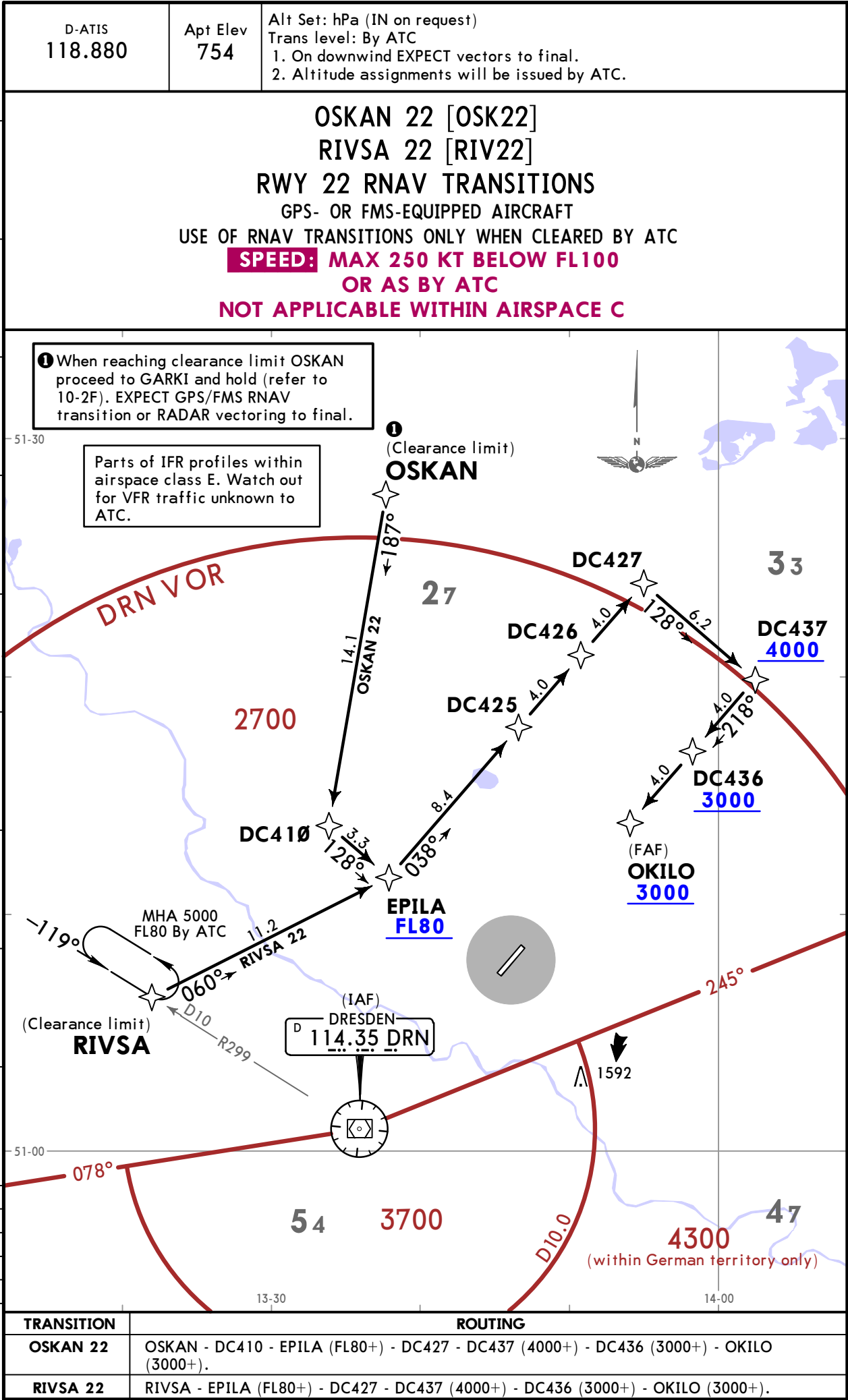


TRANSITION	ROUTING
GARKI 22	GARKI - DC437 (4000+) - DC436 (3000+) - OKILO (3000+).
HDO 22	HDO - DC460 - DC454 (FL80+) - DC457 - DC437 (4000+) - DC436 (3000+) - OKILO (3000+).

EDDC/DRS
DRESDEN

JEPPESSEN
15 JUN 18 10-2G Eff 21 Jun

DRESDEN, GERMANY
RNAV TRANSITION



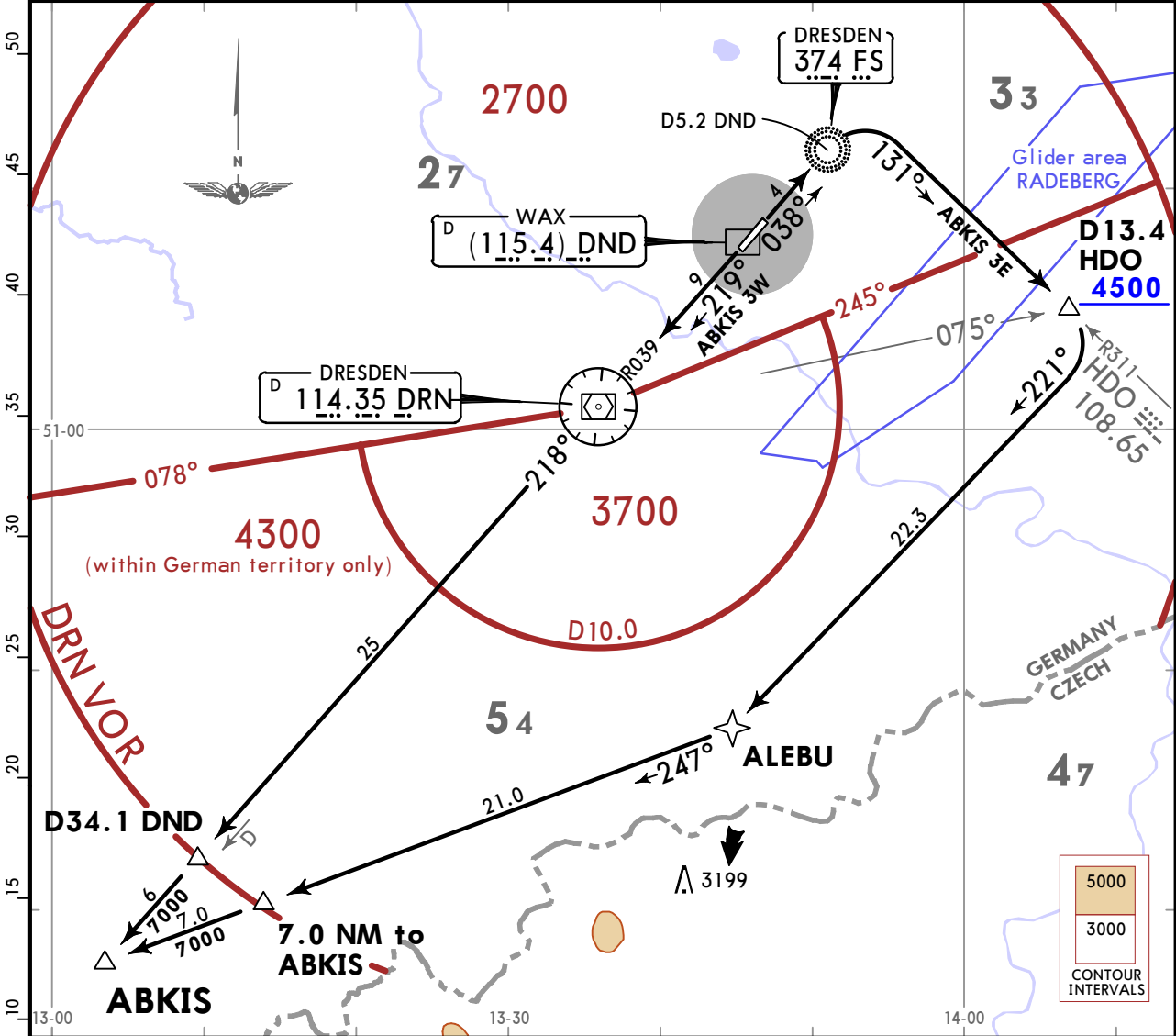
EDDC/DRS
DRESDEN

22 SEP 17 10-3

DRESDEN, GERMANY
SID

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.
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ABKIS 3E
ABKIS 3W
DEPARTURES
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



ABKIS 3E		Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.					
This SID requires minimum climb gradients of 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure or 541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.							
Gnd speed-KT		75	100	150	200	250	300
243 per NM		304	405	608	810	1013	1215
541 per NM		676	902	1353	1803	2254	2705
If unable to comply advise ATC prior start-up.							
Initial climb clearance FL70							
SID	RWY	ROUTING					
ABKIS 3E	04	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to D13.4 HDO ❶, turn RIGHT, 221° track to ALEBU, turn RIGHT, 247° track to ABKIS.					
ABKIS 3W	22	Intercept DRN R039 inbound to DRN, DRN R218 to ABKIS.					
❶ After D13.4 HDO BRNAV equipment necessary.							

EDDC/DRS
DRESDEN

JEPPESSEN
22 SEP 17 10-3A

DRESDEN, GERMANY
SID

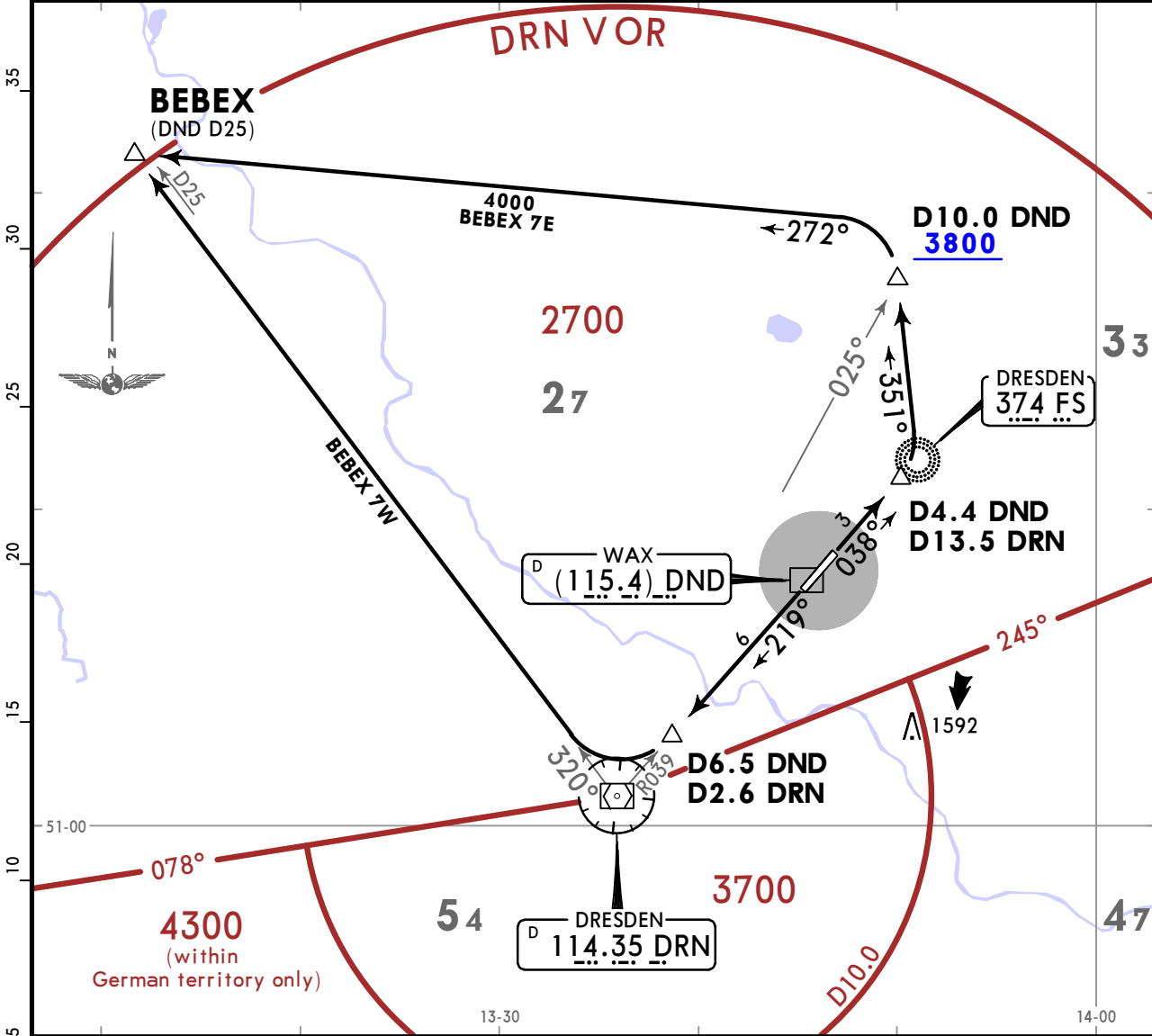
MUNICH
Radar (APP)
125.875

Apt Elev
754

- Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 3. RWY 04: EXPECT close-in obstacles.

BEBEX 7E
BEBEX 7W
DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



BEBEX 7E

This SID requires a minimum climb gradient of 304 per NM (5.0%) until passing 3800 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

If unable to comply advise ATC prior start-up.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance FL70

SID	RWY	ROUTING
BEBEX 7E	04	On 038° bearing towards FS, at D4.4 DND/D13.5 DRN turn LEFT, intercept 351° bearing from FS to D10.0 DND ①, turn LEFT, 272° track to BEBEX.
BEBEX 7W	22	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn RIGHT, intercept DRN R320 to BEBEX.

① After D10.0 DND BRNAV equipment necessary.

EDDC/DRS
DRESDEN

JEPPESSEN
22 SEP 17 (10-3B)

DRESDEN, GERMANY
SID

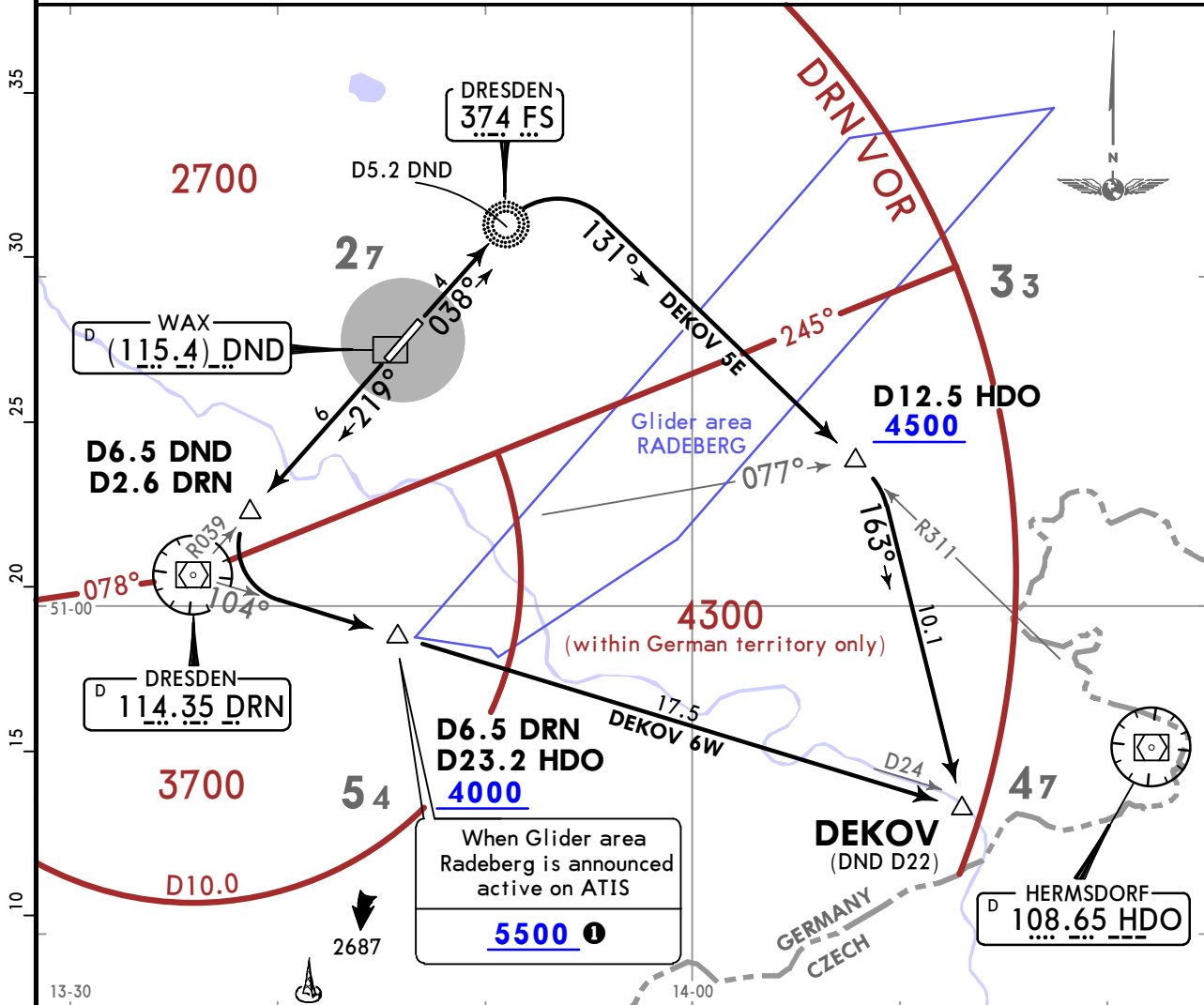
MUNICH
Radar (APP)
125.875

Apt Elev
754

- Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 3. RWY 04: EXPECT close-in obstacles.

DEKOV 5E
DEKOV 6W
DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

- DEKOV 5E:** 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure or 541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.
- DEKOV 6W:** 243 per NM (4.0%) until crossing D6.5 DRN/D23.2 HDO due to airspace structure

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply with climb gradient or **1** advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
DEKOV 5E	04	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to D12.5 HDO 2 , turn RIGHT, 163° track to DEKOV.
DEKOV 6W	22	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn LEFT, intercept DRN R104 to DEKOV.

2 After D12.5 HDO BRNAV equipment necessary.

EDDC/DRS
DRESDENJEPPESSEN
22 SEP 17 (10-3C)

DRESDEN, GERMANY

SID

MUNICH
Radar (APP)
125.875Apt Elev
754

- Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 3. RWY 04: EXPECT close-in obstacles.

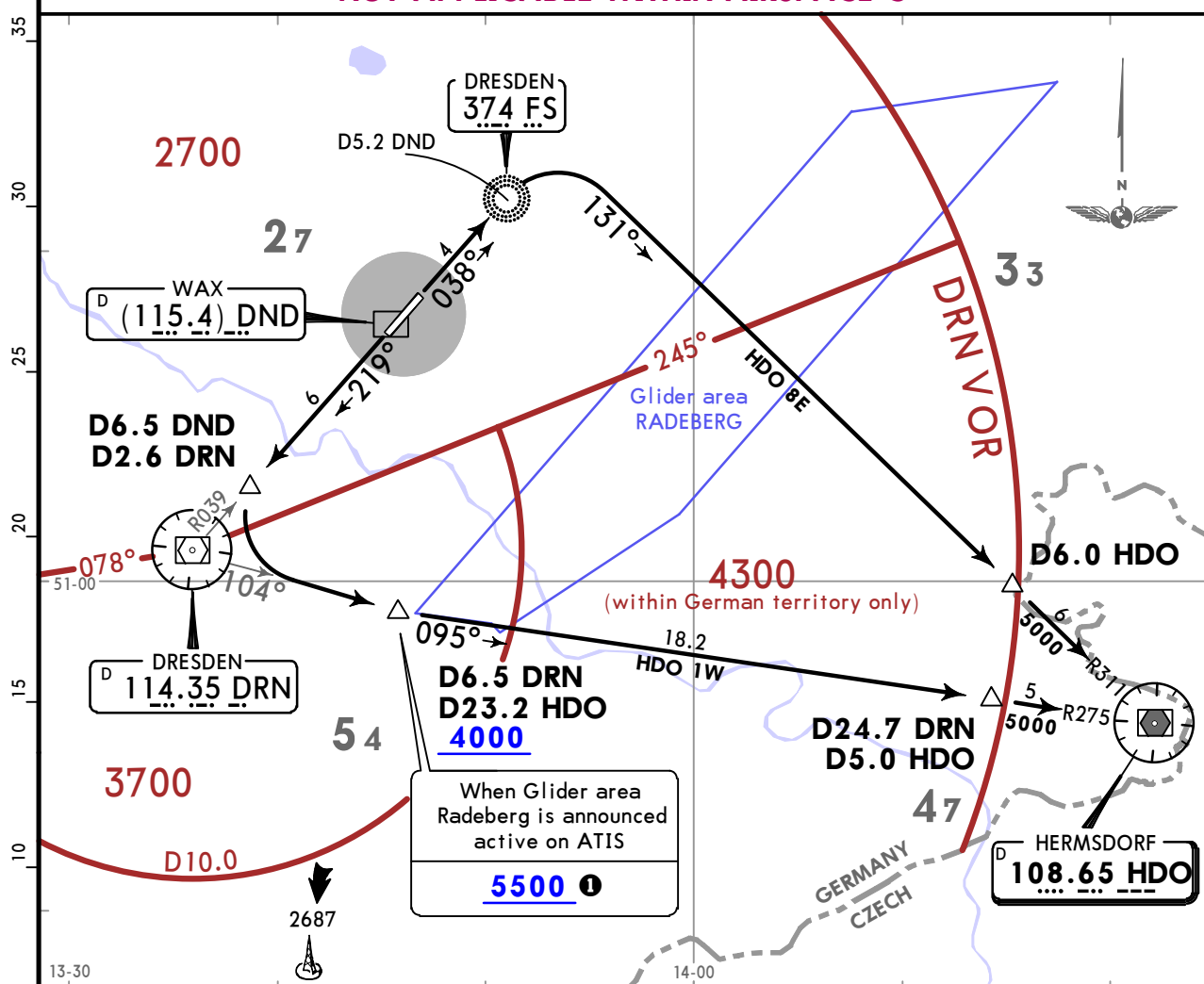
HERMSDORF 8E (HDO 8E)
HERMSDORF 1W (HDO 1W)

DEPARTURES

ONLY FOR TRAFFIC PLANNED TO CONTINUE

VIA AIRWAYS (U)P-96 - OKX

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

- HDO 8E:** 213 per NM (3.5%) until FL70 due to navaid coverage (HDO) and airspace structure or 541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.
- HDO 1W:** 243 per NM (4.0%) until crossing D6.5 DRN/D23.2 HDO due to airspace structure

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
213 per NM	266	355	533	710	888	1065
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply with climb gradient or advise ATC prior start-up. ①

Initial climb clearance FL70

SID	RWY	ROUTING
HDO 8E	04	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to HDO.
HDO 1W	22	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn LEFT, intercept DRN R104 to D6.5 DRN/D23.2 HDO, turn LEFT, intercept HDO R275 inbound to HDO.

EDDC/DRS
DRESDEN

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22 SEP 17 10-3F

DRESDEN, GERMANY
SID

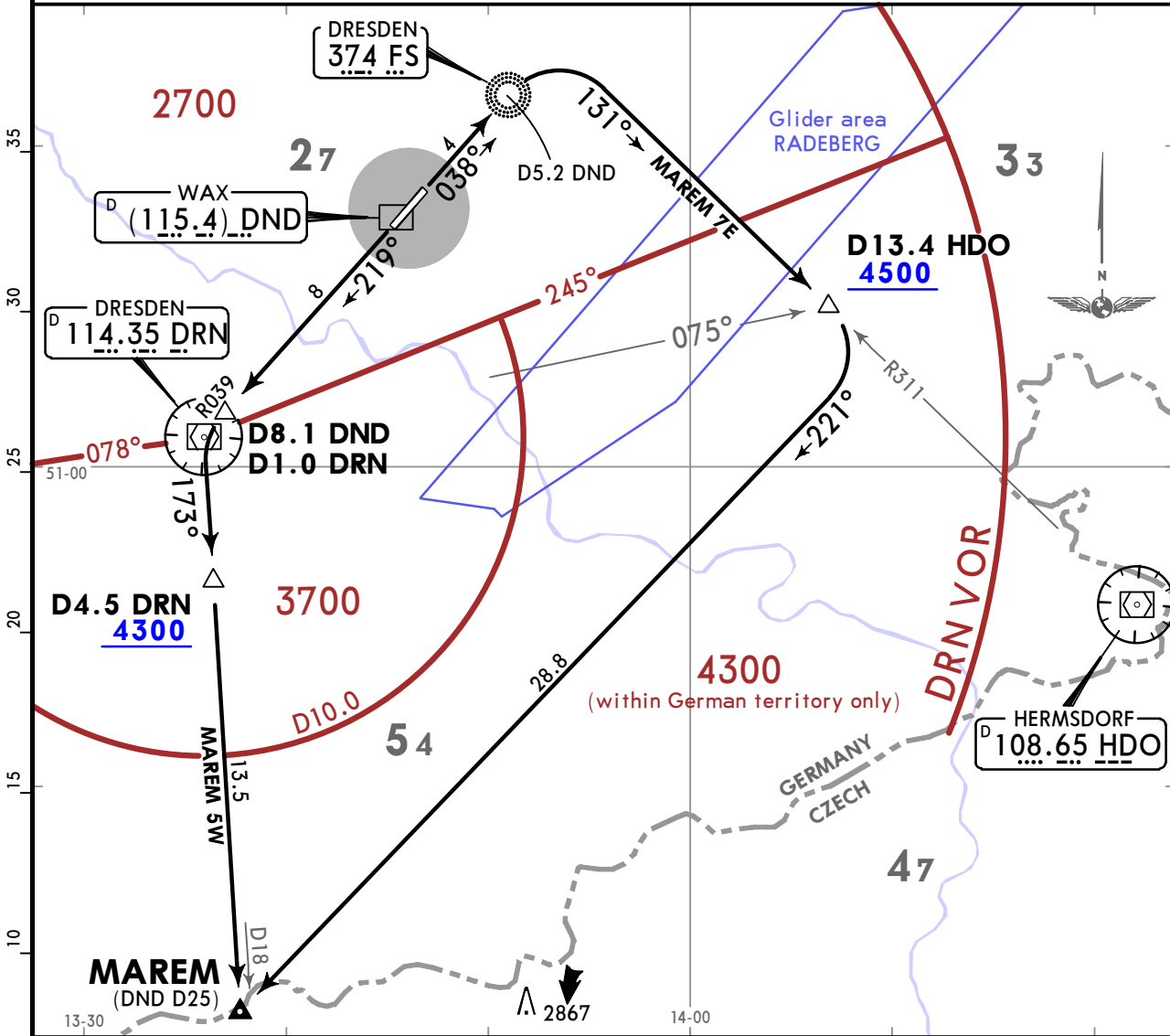
MUNICH
Radar (APP)
125.875

Apt Elev
754

- Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 3. RWY 04: EXPECT close-in obstacles.

MAREM 7E, MAREM 5W
DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

MAREM 7E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure or 541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

MAREM 5W: 273 per NM (4.5%) until crossing D4.5 DRN due to airspace structure

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
273 per NM	341	455	683	910	1138	1365
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
MAREM 7E	04	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to D13.4 HDO ①, turn RIGHT, 221° track to MAREM.
MAREM 5W	22	Intercept DRN R039 inbound to D8.1 DND/D1.0 DRN, turn LEFT, intercept DRN R173 to MAREM.

① After D13.4 HDO BRNAV equipment necessary.

EDDC/DRS
DRESDEN

JEPPESSEN
22 SEP 17 10-3G

DRESDEN, GERMANY

SID

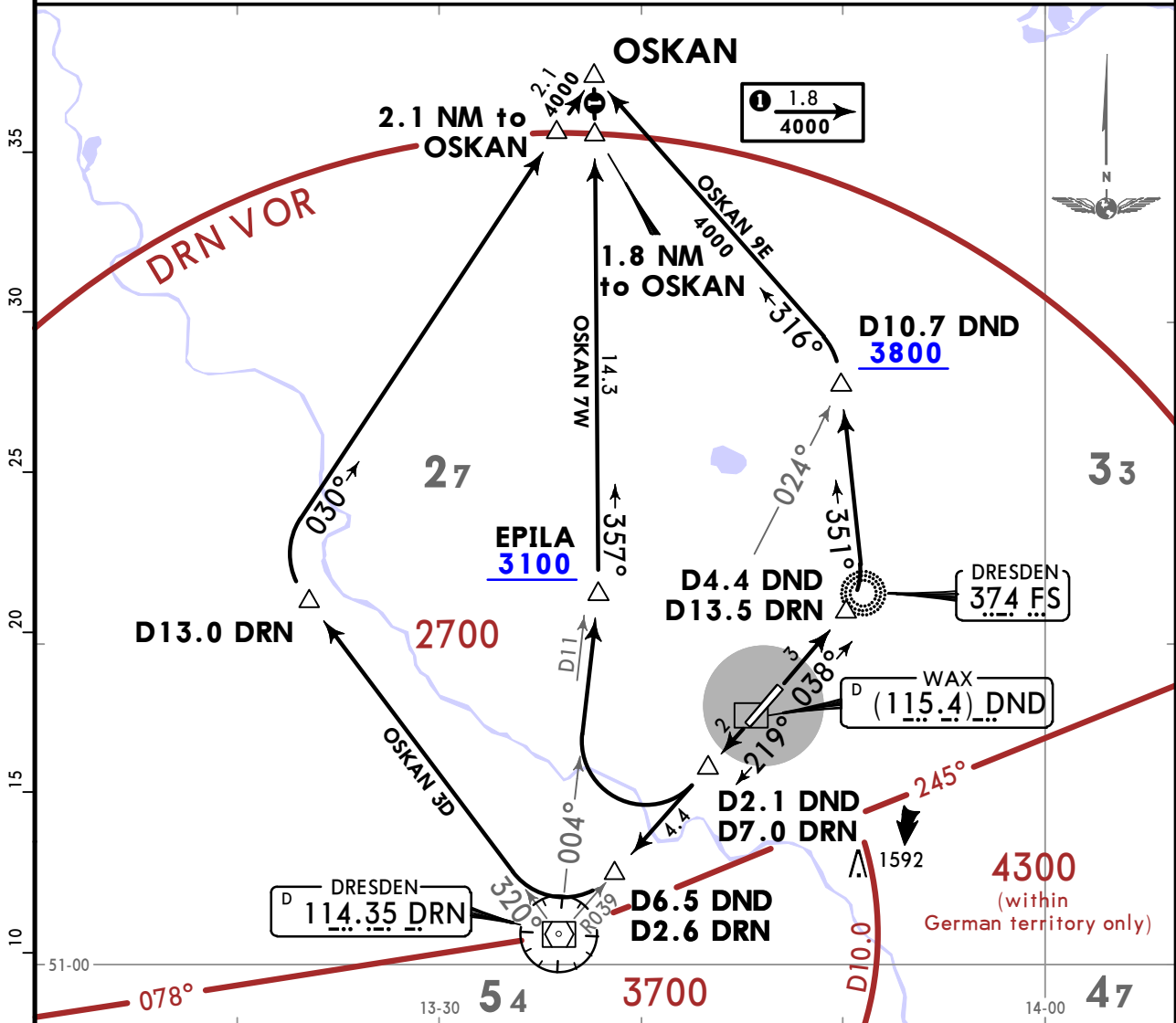
MUNICH
Radar (APP)
125.875

Apt Elev
754

- Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 3. RWY 04: EXPECT close-in obstacles.

OSKAN 3D, OSKAN 9E, OSKAN 7W DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



Parts of IFR profiles within airspace class E.
Watch out for VFR traffic unknown to ATC.

These SIDs require minimum climb gradients
of

- OSKAN 9E:** 304 per NM (5.0%) until FL70
due to airspace structure.
- OSKAN 7W:** 243 per NM (4.0%) until FL70
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
304 per NM	380	507	760	1013	1267	1520

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
OSKAN 3D ⑤	22	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn RIGHT, intercept DRN R320 to D13.0 DRN ②, turn RIGHT, 030° track to OSKAN.
OSKAN 9E	04	On 038° bearing towards FS to D4.4 DND/D13.5 DRN, turn LEFT, intercept 351° bearing from FS to D10.7 DND ③, turn LEFT, 316° track to OSKAN.
OSKAN 7W BY ATC	22	Intercept DRN R039 inbound to D2.1 DND/D7.0 DRN, turn RIGHT, intercept DRN R004 to EPILA ④, turn LEFT, 357° track to OSKAN.

BRNAV equipment necessary after: ② D13.0 DRN/ ③ D10.7 DND/ ④ EPILA.

⑤ If unable to comply advise ATC prior to start-up.

EDDC/DRS
DRESDEN

JEPPESSEN
22 SEP 17 10-3H

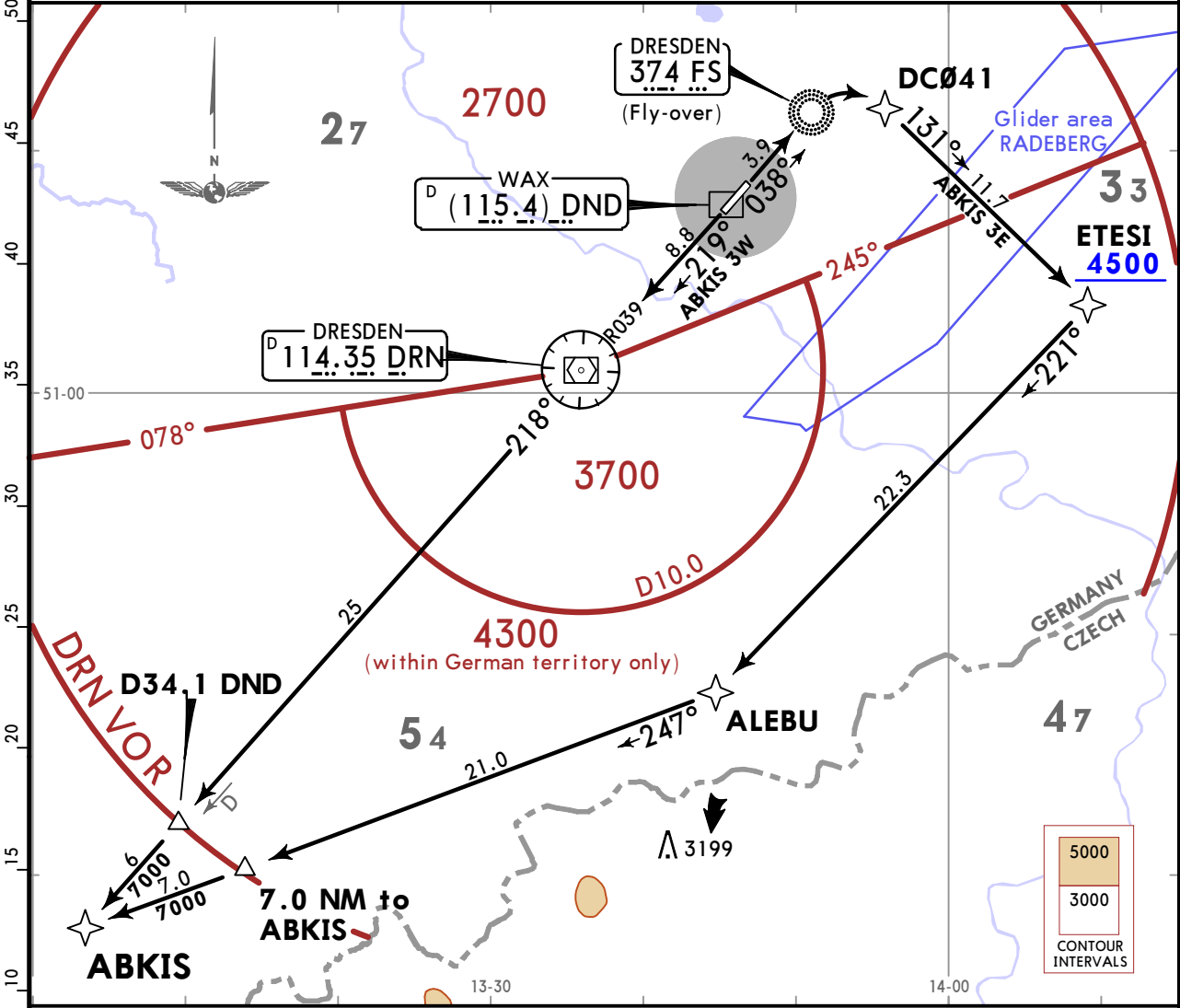
DRESDEN, GERMANY
RNAV SID (OVERLAY)

MUNICH
Radar (APP)
125.875

Apt Elev
754

Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 04: EXPECT close-in obstacles.

ABKIS 3E [ABKI3E]
ABKIS 3W [ABKI3W]
RNAV DEPARTURES
(OVERLAY 10-3)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



ABKIS 3E
This SID requires minimum climb gradients of
243 per NM (4.0%) until passing 4500 due to navaid coverage (108.65 HDO) and airspace structure or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

If unable to comply advise ATC prior start-up.

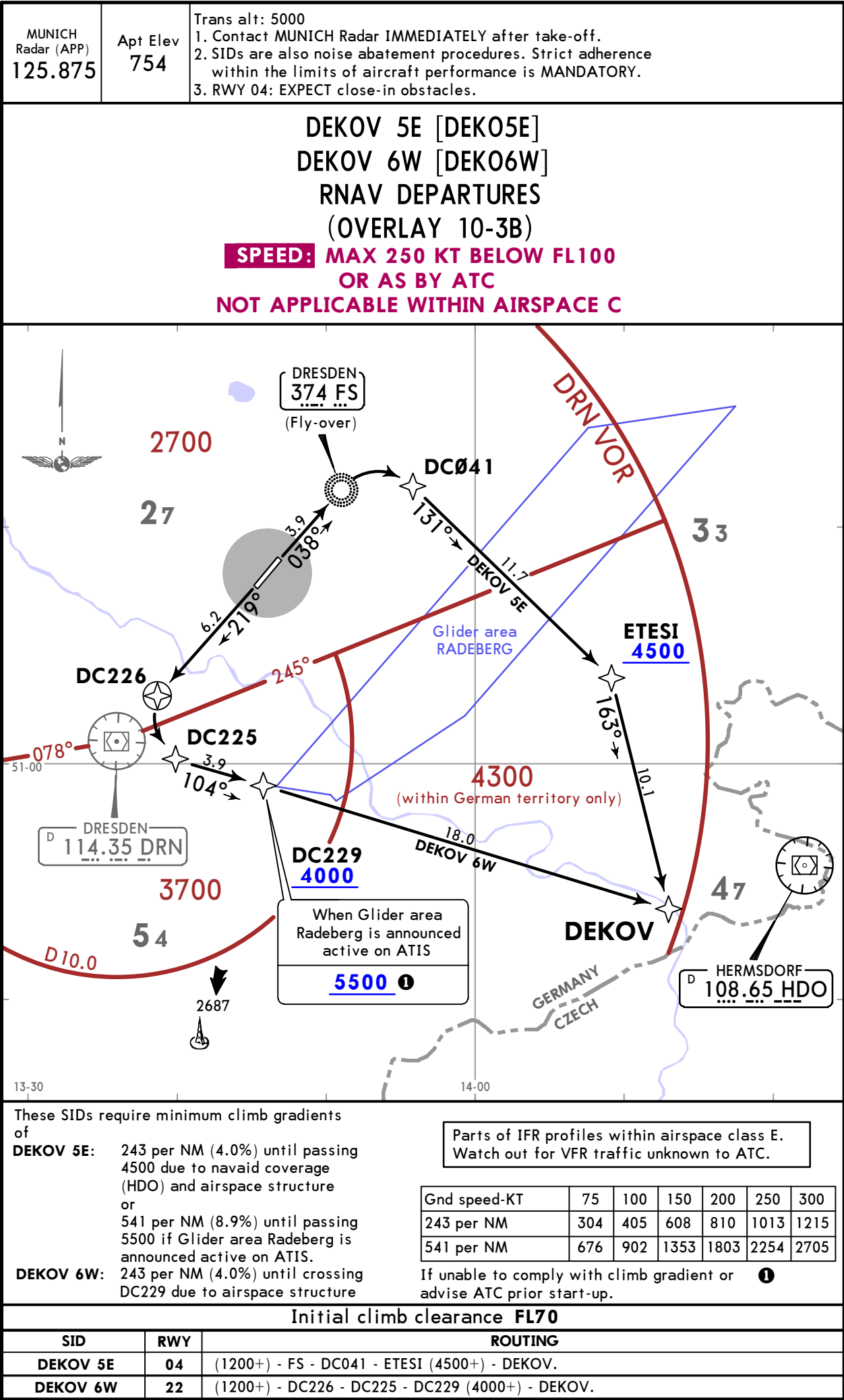
Initial climb clearance **FL70**

SID	RWY	ROUTING
ABKIS 3E	04	(1200+) - FS - DC041 - ETESI (4500+) - ALEBU - ABKIS.
ABKIS 3W	22	(1200+) - DRN - ABKIS.

EDDC/DRS
DRESDEN

JEPPESSEN
22 SEP 17 10-3K

DRESDEN, GERMANY
RNAV SID (OVERLAY)



EDDC/DRS
DRESDEN

JEPPesen
22 SEP 17 10-3L

DRESDEN, GERMANY
RNAV SID (OVERLAY)

MUNICH
Radar (APP)
125.875

Apt Elev
754

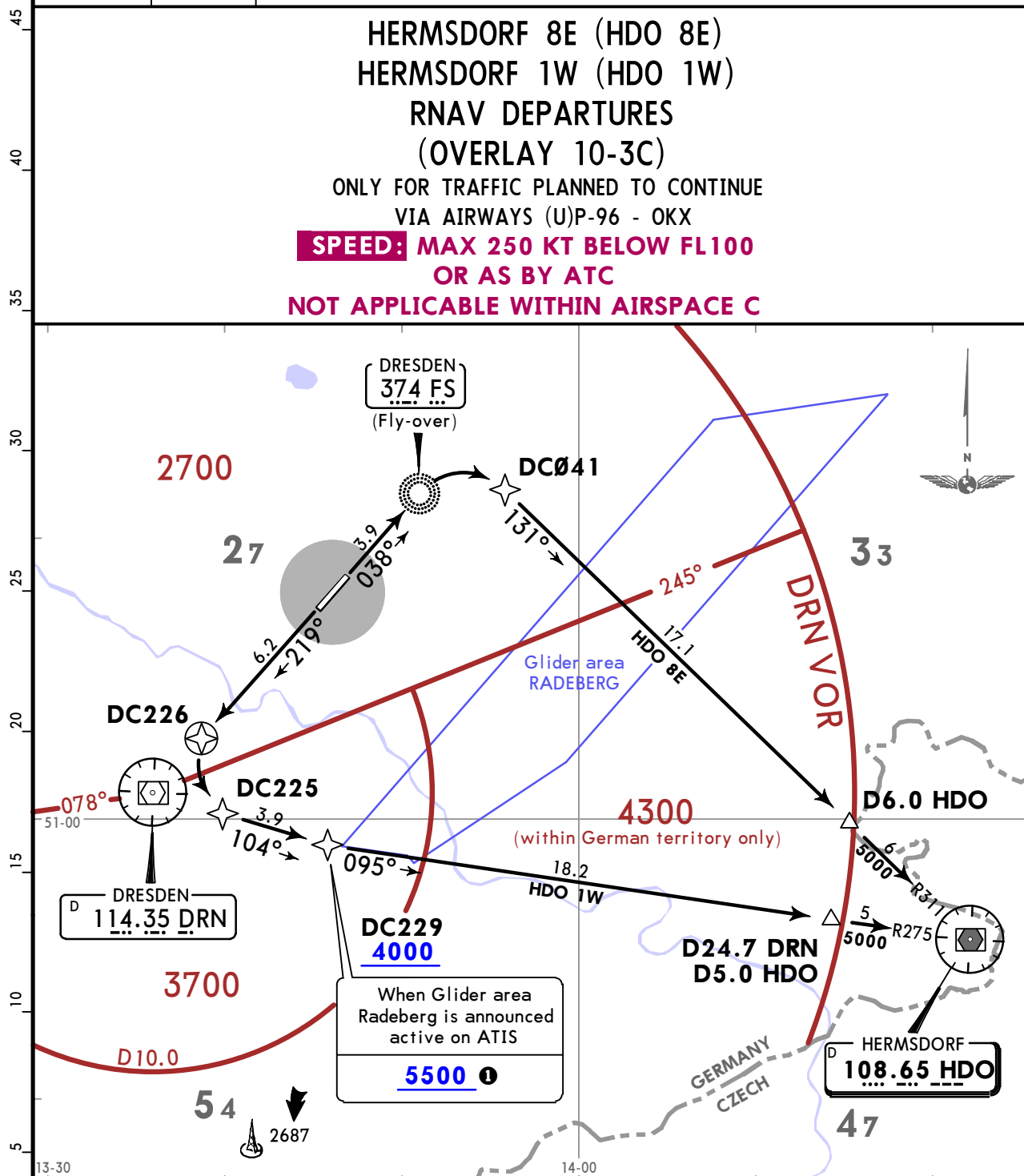
Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 04: EXPECT close-in obstacles.

HERMSDORF 8E (HDO 8E)
HERMSDORF 1W (HDO 1W)

RNAV DEPARTURES
(OVERLAY 10-3C)

ONLY FOR TRAFFIC PLANNED TO CONTINUE
VIA AIRWAYS (U)P-96 - OKX

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

HDO 8E: 213 per NM (3.5%) until FL70 due to navaid coverage (HDO) and airspace structure or 541 per NM (8.9%) until passing 5500 if Glider Area Radeberg is announced active on ATIS.

HDO 1W: 243 per NM (4.0%) until crossing DC229 due to airspace structure.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
213 per NM	266	355	533	710	888	1065
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply with climb gradient or advise ATC prior start-up. ①

Initial climb clearance **FL70**

SID	RWY	ROUTING
HDO 8E	04	(1200+) - FS - DC041 - HDO.
HDO 1W	22	(1200+) - DC226 - DC225 - DC229 (4000+) - HDO.

EDDC/DRS
DRESDEN

JEPPESSEN
22 SEP 17 (10-3M)

DRESDEN, GERMANY
RNAV SID (OVERLAY)

MUNICH
Radar (APP)
125.875

Apt Elev
754

Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 04: EXPECT close-in obstacles.

KOBUS 8E [KOBUS8E], KOBUS 1W [KOBUS1W]

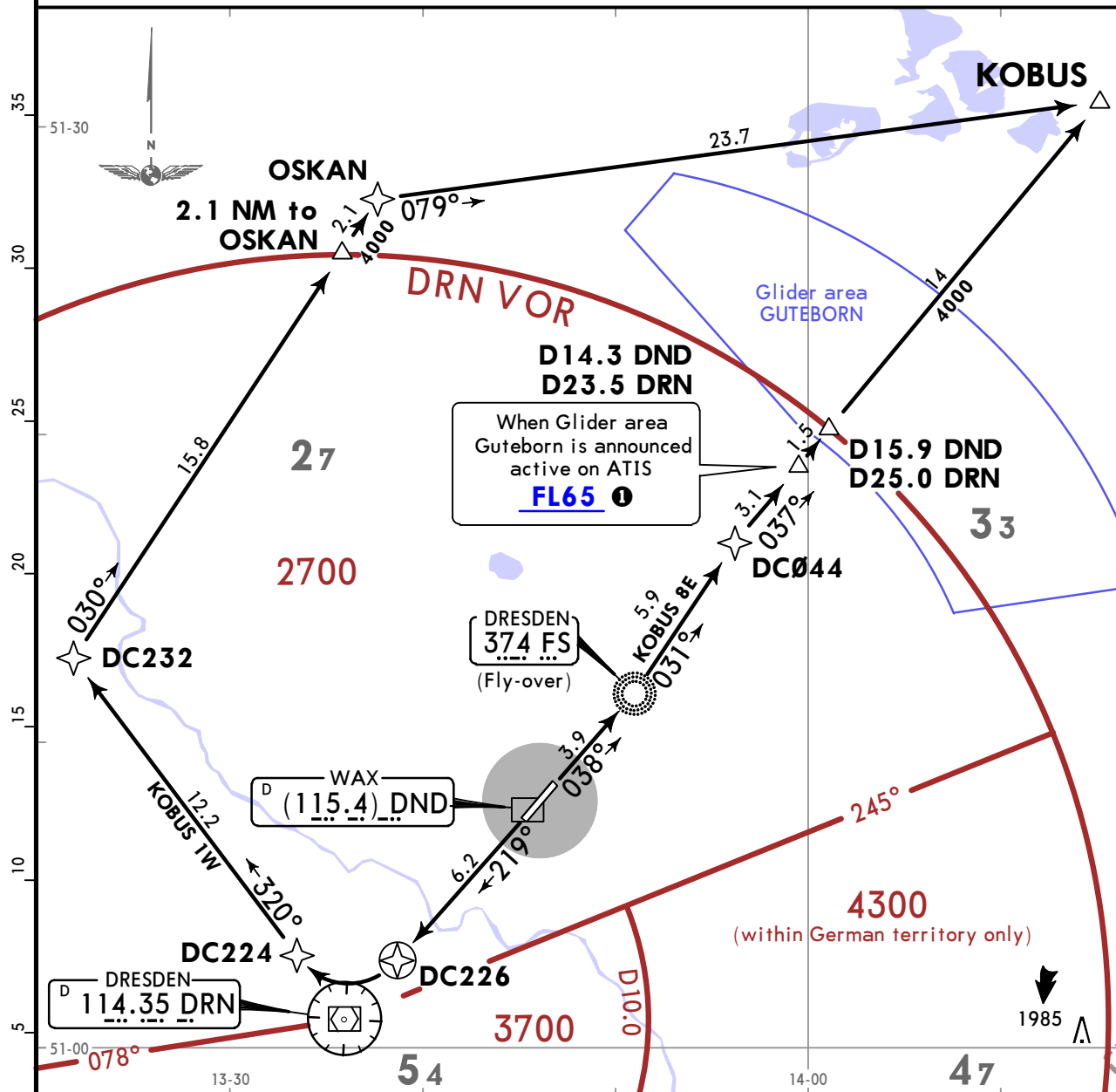
RNAV DEPARTURES

(OVERLAY 10-3D)

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Parts of IFR profiles within airspace class E.
Watch out for VFR traffic unknown to ATC.

KOBUS 8E

This SID requires a minimum climb gradient of 225 per NM (3.7%) until FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
225 per NM	281	375	563	750	938	1125

If unable to comply with climb gradient or advise ATC prior start-up. ①

Initial climb clearance FL70

SID	RWY	ROUTING
KOBUS 8E	04	(1200+) - FS - DC044 - KOBUS.
KOBUS 1W ②	22	(1200+) - DC226 - DC224 - DC232 - OSKAN - KOBUS.

② If unable to comply advise ATC prior to start-up.

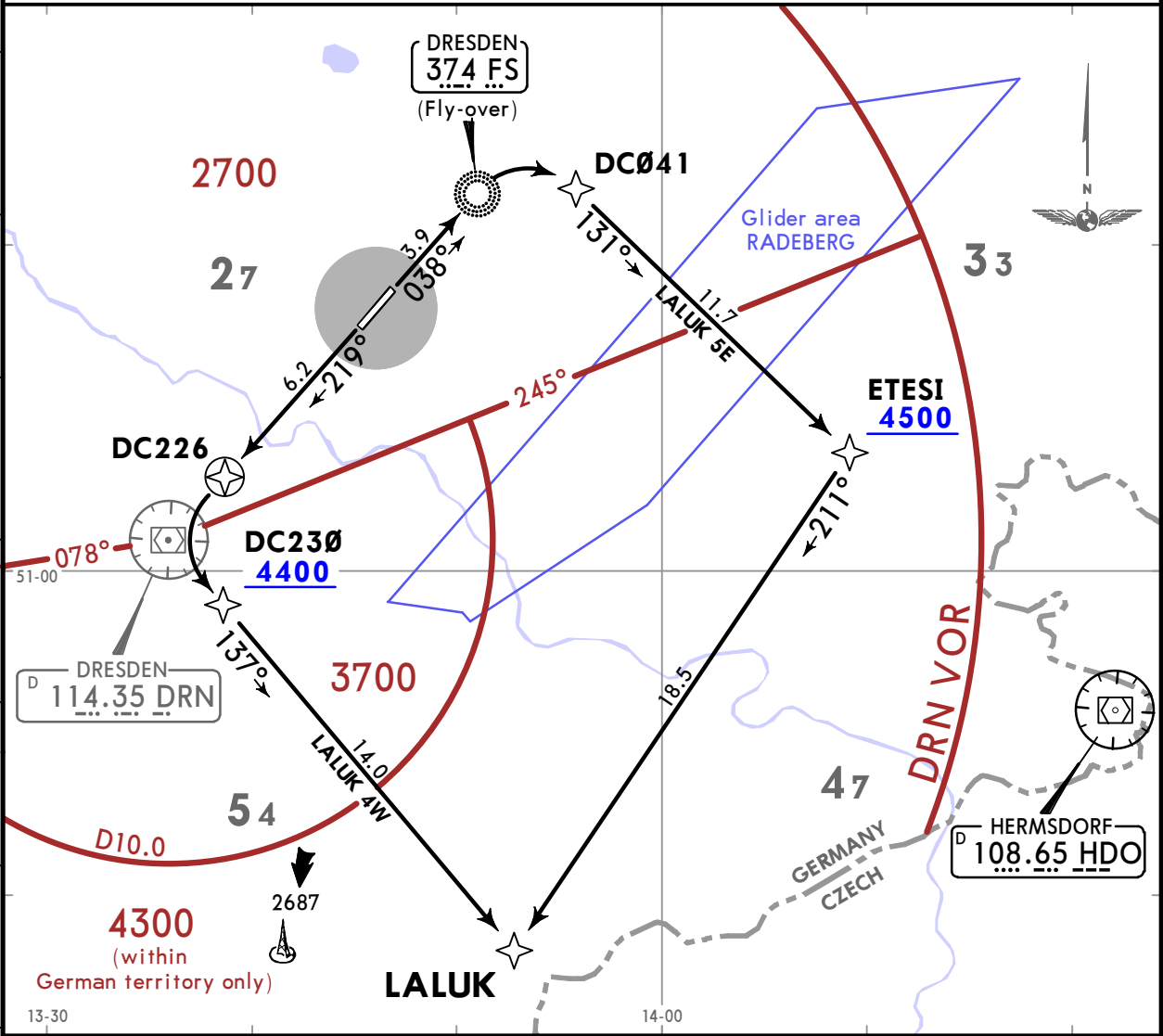
EDDC/DRS
DRESDEN

JEPPESSEN
22 SEP 17 10-3N

DRESDEN, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.
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LALUK 5E [LALU5E]
LALUK 4W [LALU4W]
RNAV DEPARTURES
(OVERLAY 10-3E)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

LALUK 5E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure or 541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

LALUK 4W: 352 per NM (5.8%) until crossing DC230 due to airspace structure.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
352 per NM	440	587	880	1173	1467	1760
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70		
SID	RWY	ROUTING
LALUK 5E	04	(1200+) - FS - DC041 - ETESI (4500+) - LALUK.
LALUK 4W	22	(1200+) - DC226 - DC230 (4400+) - LALUK.

EDDC/DRS
DRESDEN

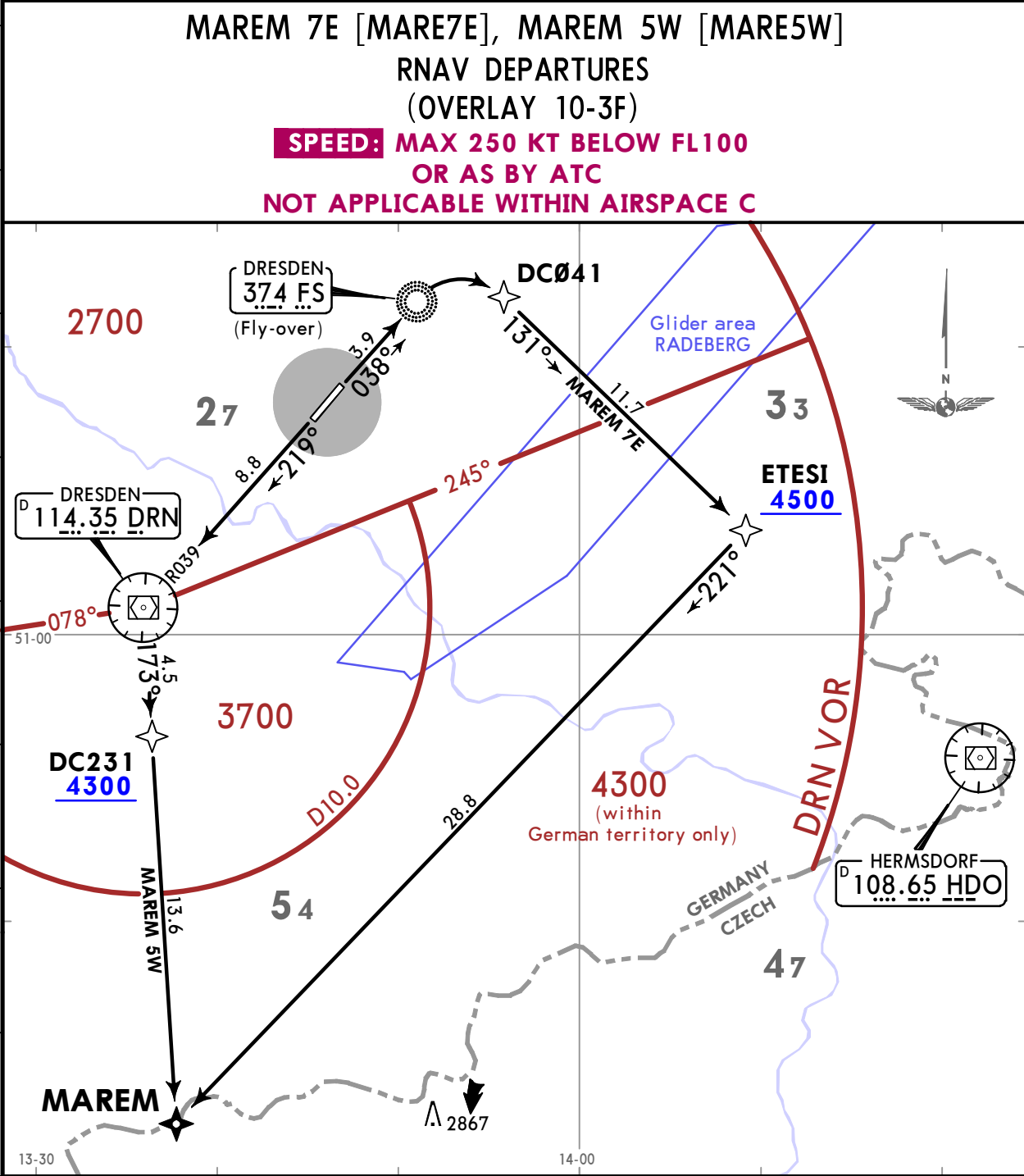
JEPPESSEN
22 SEP 17 10-3P

DRESDEN, GERMANY
RNAV SID (OVERLAY)

MUNICH
Radar (APP)
125.875

Apt Elev
754

Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 04: EXPECT close-in obstacles.



These SIDs require minimum climb gradients of

MAREM 7E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure or 541 per NM (8.9%) until passing 5500 if Glider Area Radeberg is announced active on ATIS.

MAREM 5W: 273 per NM (4.5%) until crossing DC231 due to airspace structure.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
273 per NM	341	455	683	910	1138	1365
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70		
SID	RWY	ROUTING
MAREM 7E	04	(1200+) - FS - DC041 - ETESI (4500+) - MAREM.
MAREM 5W	22	(1200+) - DRN - DC231 (4300+) - MAREM.

EDDC/DRS
DRESDEN

JEPPESSEN
22 SEP 17 10-3Q

DRESDEN, GERMANY
RNAV SID (OVERLAY)

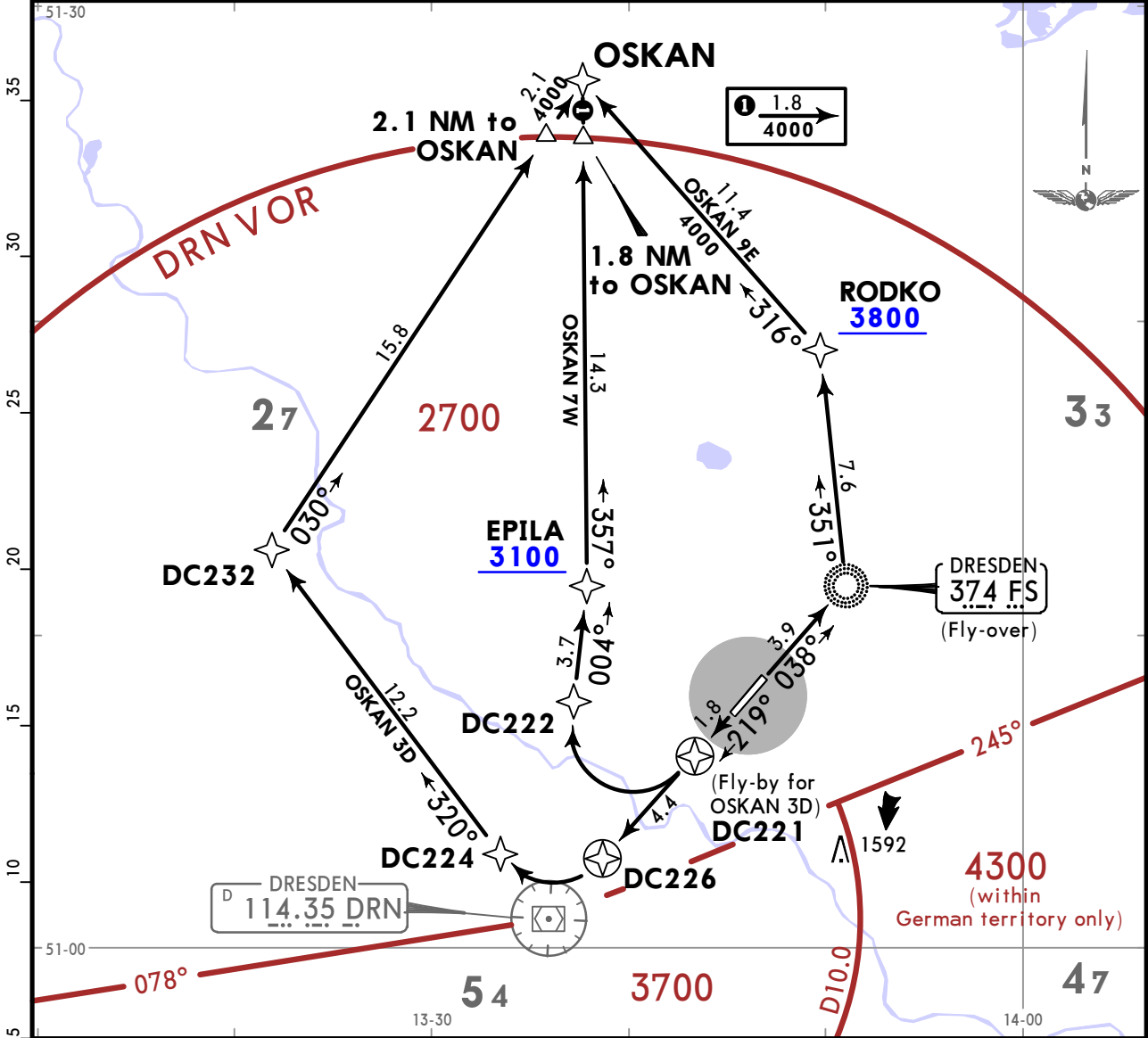
MUNICH Radar (APP)
125.875

Apt Elev
754

Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 04: EXPECT close-in obstacles.

OSKAN 3D [OSKA3D], OSKAN 9E [OSKA9E], OSKAN 7W [OSKA7W]
RNAV DEPARTURES

(OVERLAY 10-3G)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Parts of IFR profiles within airspace class E.
Watch out for VFR traffic unknown to ATC.

These SIDs require minimum climb gradients of

OSKAN 9E: 304 per NM (5.0%) until FL70 due to airspace structure.

OSKAN 7W: 243 per NM (4.0%) until FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
304 per NM	380	507	760	1013	1267	1520

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
OSKAN 3D ②	22	(1200+) - DC226 - DC224 - DC232 - OSKAN.
OSKAN 9E	04	(1200+) - FS - RODKO (3800+) - OSKAN.
OSKAN 7W BY ATC	22	(1200+) - DC221 - DC222 - EPILA (3100+) - OSKAN.

② If unable to comply advise ATC prior to start-up.

EDDC/DRS

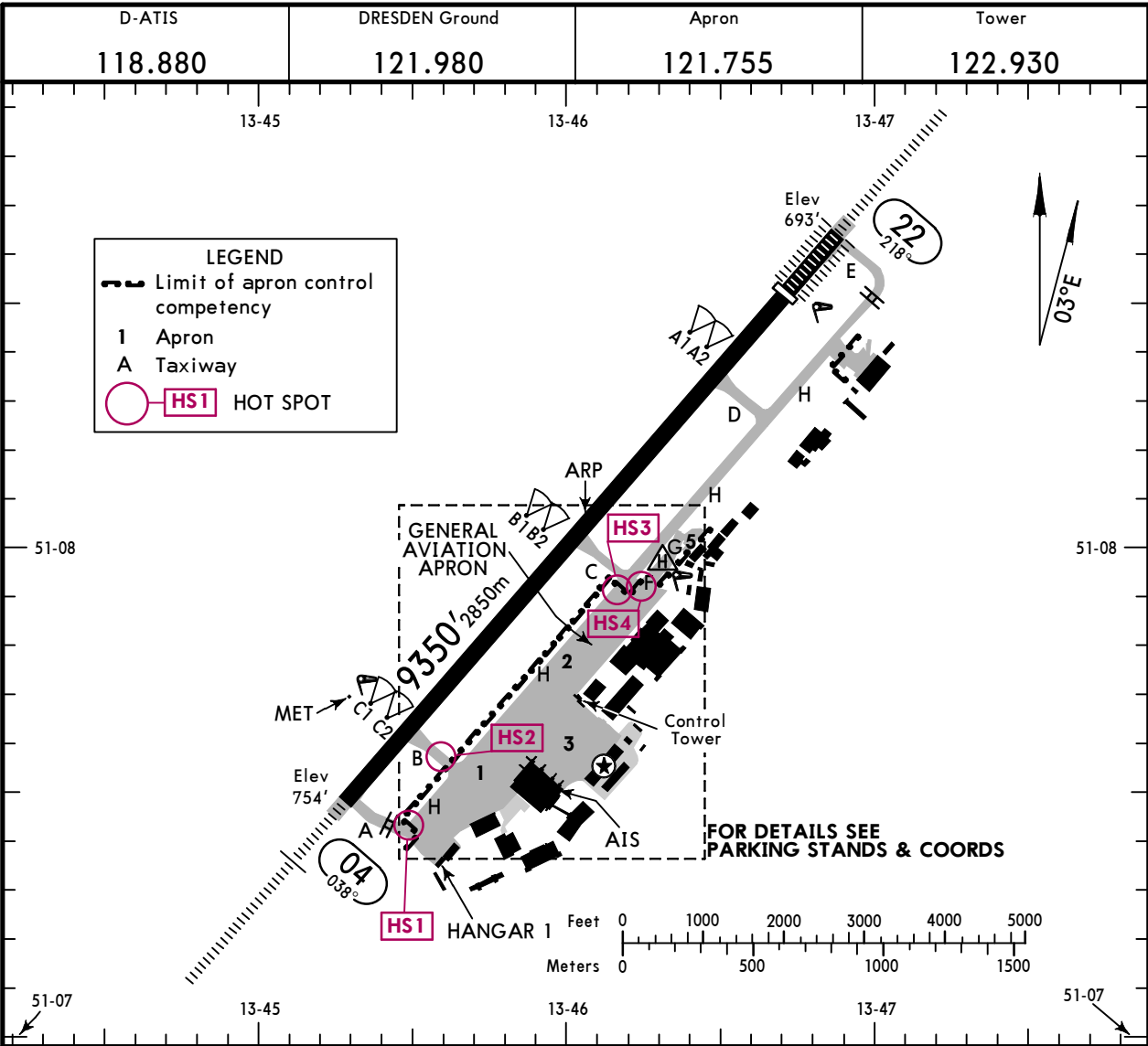
Apt Elev **754'**
N51 08.1 E013 46.1

JEPPESSEN

28 JUL 23 **(10-9)**

DRESDEN, GERMANY

DRESDEN



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
					Threshold	Landing Beyond	
04	HIRL CL ① ALSF-I PAPI-L(3.0°)	RVR	9350' 2850m	8378' 2554m	②		197' 60m
22	HIRL CL ① ALSF-II TDZ REIL PAPI-L(3.0°)	RVR	8366' 2550m	7455' 2272m			

① spacing 15m.

② TAKE-OFF RUN AVAILABLE

RWY 04:

From rwy head 9350' (2850m)
twy B int 8202' (2500m)
twy C int 4987' (1520m)

RWY 22:

From rwy head 9350' (2850m)
twy D int 7087' (2160m)
twy C int 4462' (1360m)

HOT SPOT

(For information only, not to be construed as ATC instructions.)

HS1 HS3 Do not cross the boundary of responsibility between DRESDEN Apron and DRESDEN Tower
HS2 HS4 without instruction. All instructed changes of radio frequency shall be executed immediately.

Std/State		TAKE-OFF					
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
1 R125m	R150m	R300m		R/V400m		R/V500m	NA
1 RWY 22: R75m with approved lateral guidance system.							

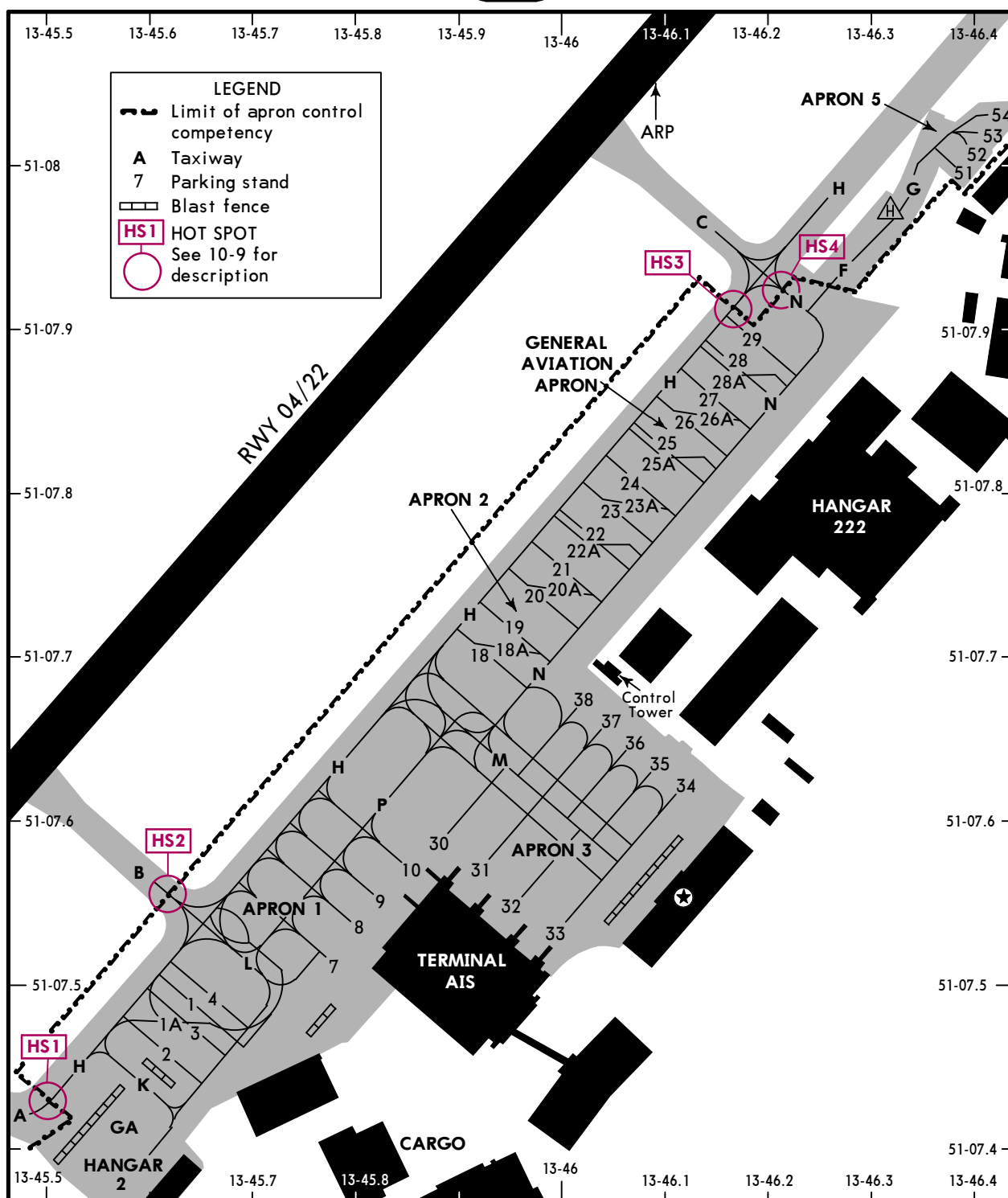
① RWY 22: R75m with approved lateral guidance system.

EDDC/DRS

28 JUL 23 10-9A

DRESDEN, GERMANY

DRESDEN



STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3-N	N51 07.5 E013 45.6	26, 26A-W	N51 07.8 E013 46.1
3-S thru 4	N51 07.5 E013 45.7	26A-O	N51 07.8 E013 46.2
7, 8	N51 07.5 E013 45.8	27-N	N51 07.9 E013 46.1
9	N51 07.6 E013 45.8	27-S thru 29	N51 07.9 E013 46.2
10	N51 07.6 E013 45.9	30, 31	N51 07.6 E013 45.9
18, 18A-W	N51 07.7 E013 45.9	32, 33	N51 07.5 E013 46.0
18A-O	N51 07.7 E013 46.0	34, 35	N51 07.6 E013 46.1
19 thru 20A	N51 07.7 E013 46.0	36-O	N51 07.7 E013 46.1
21-S	N51 07.7 E013 46.0	36-W, 37-W	N51 07.6 E013 46.0
21-N, 22, 22A-W	N51 07.8 E013 46.0	37-O, 38	N51 07.7 E013 46.0
22A-O thru 25A	N51 07.8 E013 46.1	51 thru 54	N51 08.0 E013 46.4

EDDC/DRS
DRESDEN

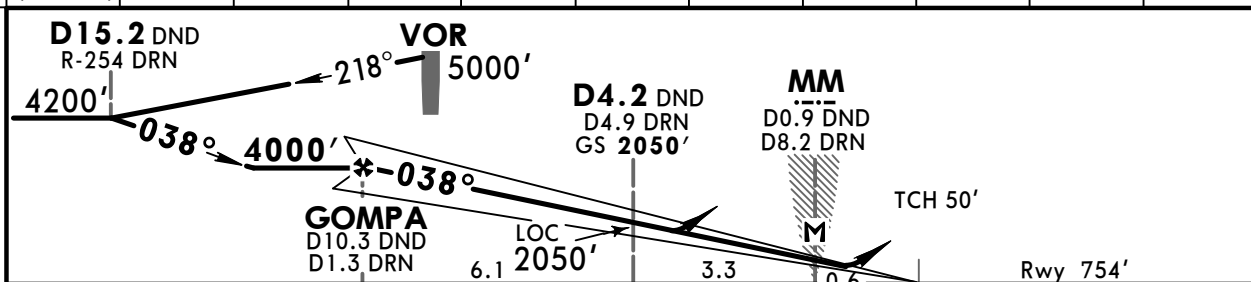
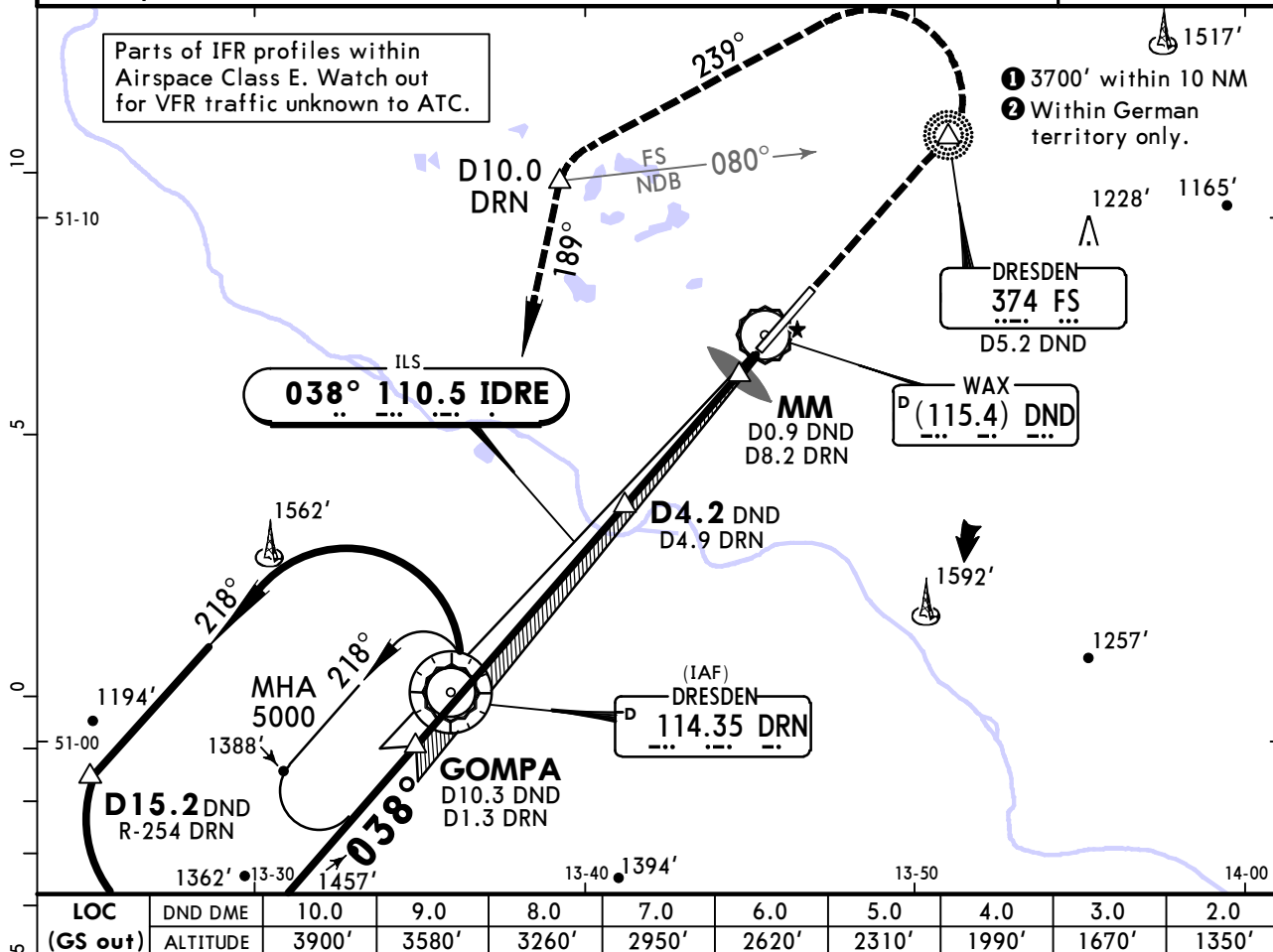
JEPPesen
15 JUN 18 **(11-1)** **Eff 21 Jun**

DRESDEN, GERMANY
ILS or LOC Rwy 04

™

BRIEFING STRIP

D-ATIS		MUNICH Radar (APP)		DRESDEN Tower		Ground	
118.880		125.875		122.930		121.980	
LOC IDRE 110.5	Final Apch Crs 038°	GS D4.2 DND 2050' (1296')	ILS DA(H) Refer to Minimums	Apt Elev 754' Rwy 754'		2700' 078° 4300' 1 2 MSA DRN VOR	
MISSED APCH: Climb STRAIGHT AHEAD to NDB/D5.2 DND or 2500', whichever is later, then turn LEFT onto 239° to intercept R-009 inbound to VOR, climbing to 5000'. Cross D10.0 DRN/ 080° to NDB at 4000' or above.							
Alt Set: hPa (IN on req)		Rwy Elev: 27 hPa	Trans level: By ATC		Trans alt: 5000'		
DME required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I	FS 374	2500'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	D5.2 DND	whichever is later
MAP at MM/D0.9 DND/D8.2 DRN									

Standard STRAIGHT-IN LANDING RWY 04				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H) VIS
DA(H) A: 956' (202') C: 976' (222')		DA(H) 1080' (326')		100	1230' (476') 1500m
B: 966' (212') D: 985' (231')				135	1360' (606') 1600m
FULL		ALS out		180	1460' (706') 2400m
ALS out		ALS out		205	1460' (706') 3600m
A					
B					
C					
D					

W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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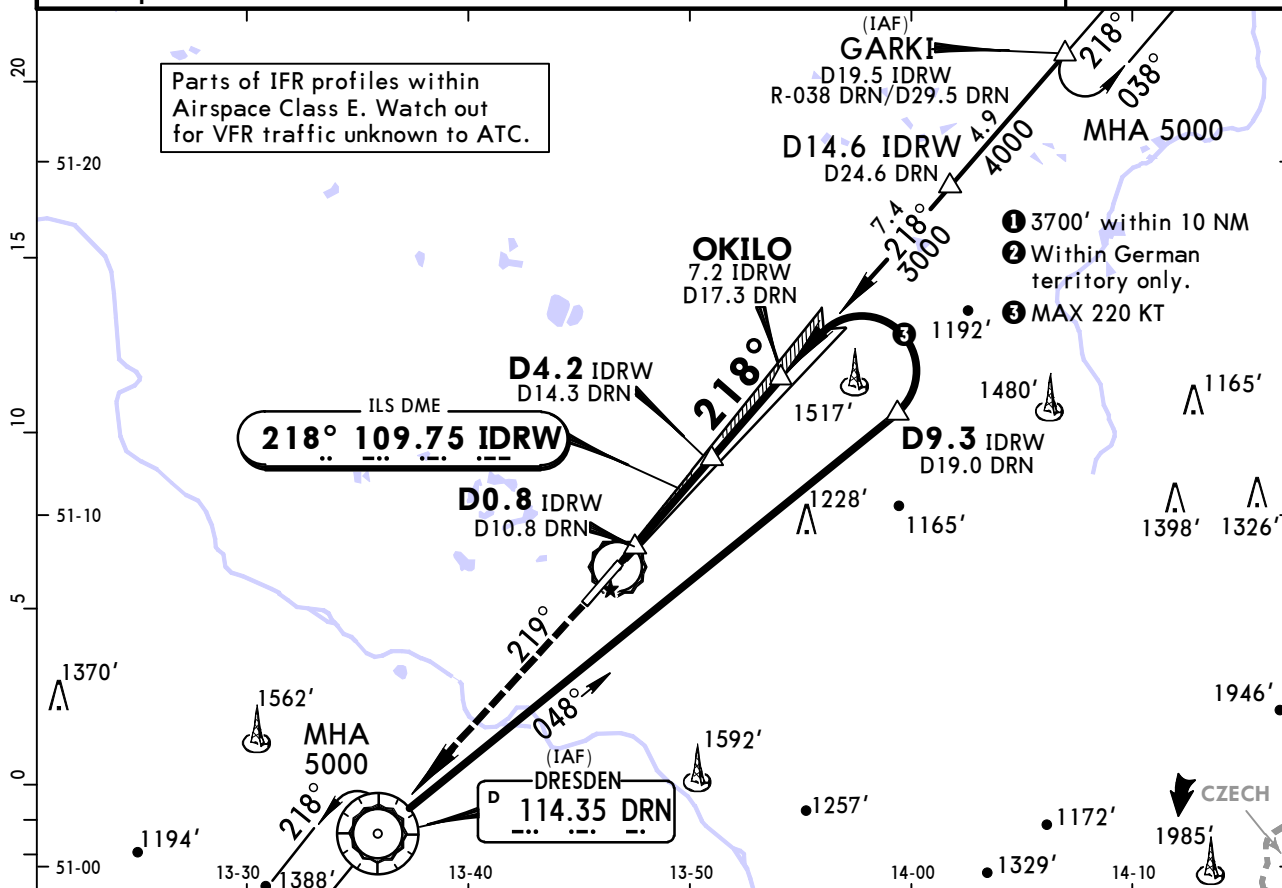
EDDC/DRS
DRESDEN

JEPPESSEN
15 JUN 18 **(11-2)** **Eff 21 Jun**

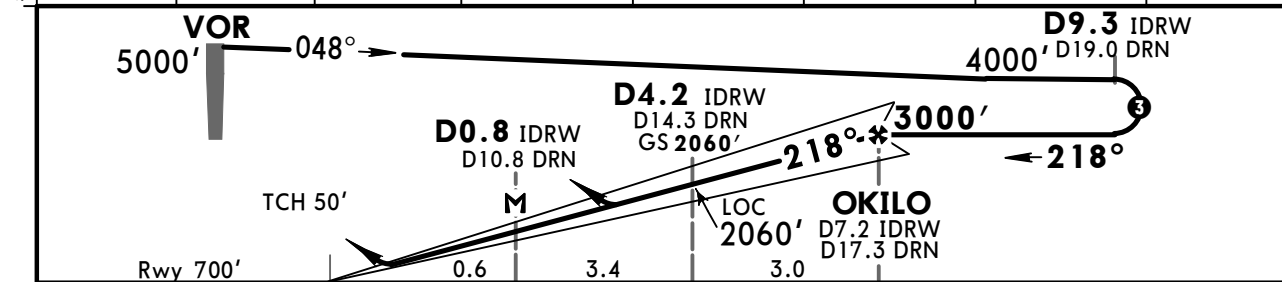
DRESDEN, GERMANY
ILS or LOC Rwy 22

BRIEFING STRIP™

D-ATIS		MUNICH Radar (APP)		DRESDEN Tower		Ground	
118.880		125.875		122.930		121.980	
LOC IDRW 109.75	Final Apch Crs 218°	GS D4.2 IDRW 2060' (1360')	ILS DA(H) Refer to Minimums	Apt Elev 754' Rwy 700'		2700 078°↗↖245° 4300 12 MSA DRN VOR	
MISSED APCH: Climb on R-039 inbound to VOR and climb within holding to 5000'.							
Alt Set: hPa (IN on req) Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 5000'							
DME required.							



LOC (GS out)	IDRW DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1330'	1650'	1960'	2280'	2600'	2920'



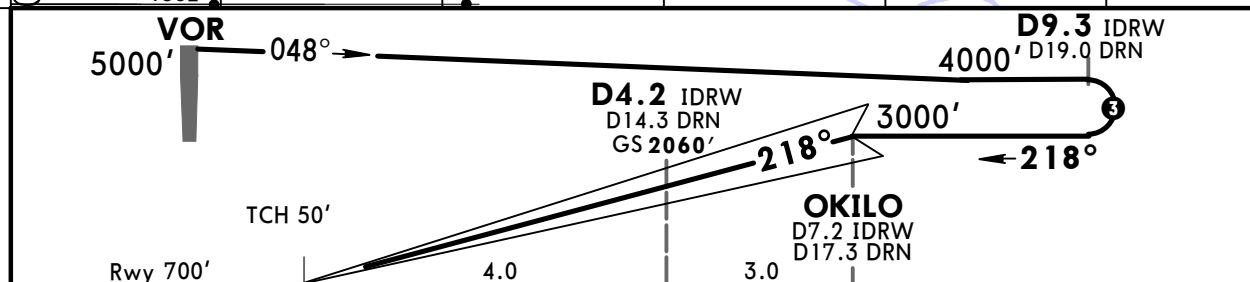
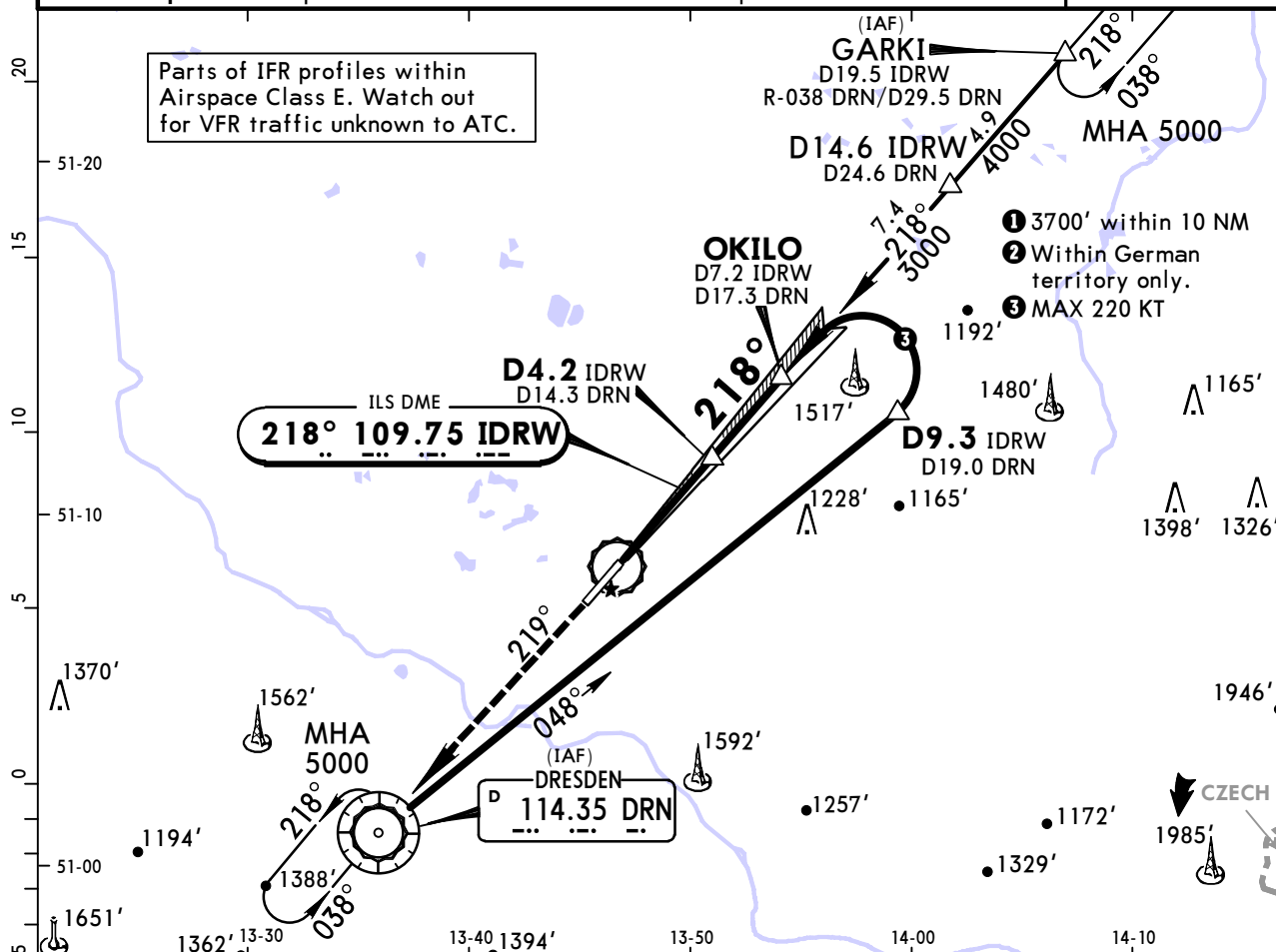
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle 3.00°							
MAP at D0.8 IDRW/D10.8 DRN							

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) A: 908' (208') C: 928' (228') B: 918' (218') D: 938' (238')		DA(H) 1160' (460')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	1230' (476') 1500m
B				135	1360' (606') 1600m
C	RVR 550m	RVR 550m I	RVR 1200m	180	1460' (706') 2400m
D				205	1460' (706') 3600m
I W/o HUD/AP/FD: RVR 750m					

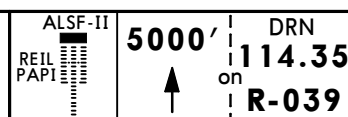
DRESDEN, GERMANY
CAT II/III ILS Rwy 22

D-ATIS 118.880		MUNICH Radar (APP) 125.875		DRESDEN Tower 122.930		Ground 121.980	
LOC IDRW 109.75	Final Apch Crs 218°	GS D4.2 IDRW 2060' (1360')	CAT II&IIIA ILS Refer to Minimums		Apt Elev 754' Rwy 700'		
MISSED APCH: Climb on R-039 inbound to VOR and climb within holding to 5000'.							
Alt Set: hPa (IN on req) Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Special Aircrew & Acft Certification Required.							

MSA DRN VOR



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849



Standard		STRAIGHT-IN LANDING RWY 22	
CAT IIIA ILS I DH 50'		CAT II ILS RA 107' DA(H) 800' (100')	
RVR 200m		RVR 300m	
I CAT IIIB: Min RVR 75m			

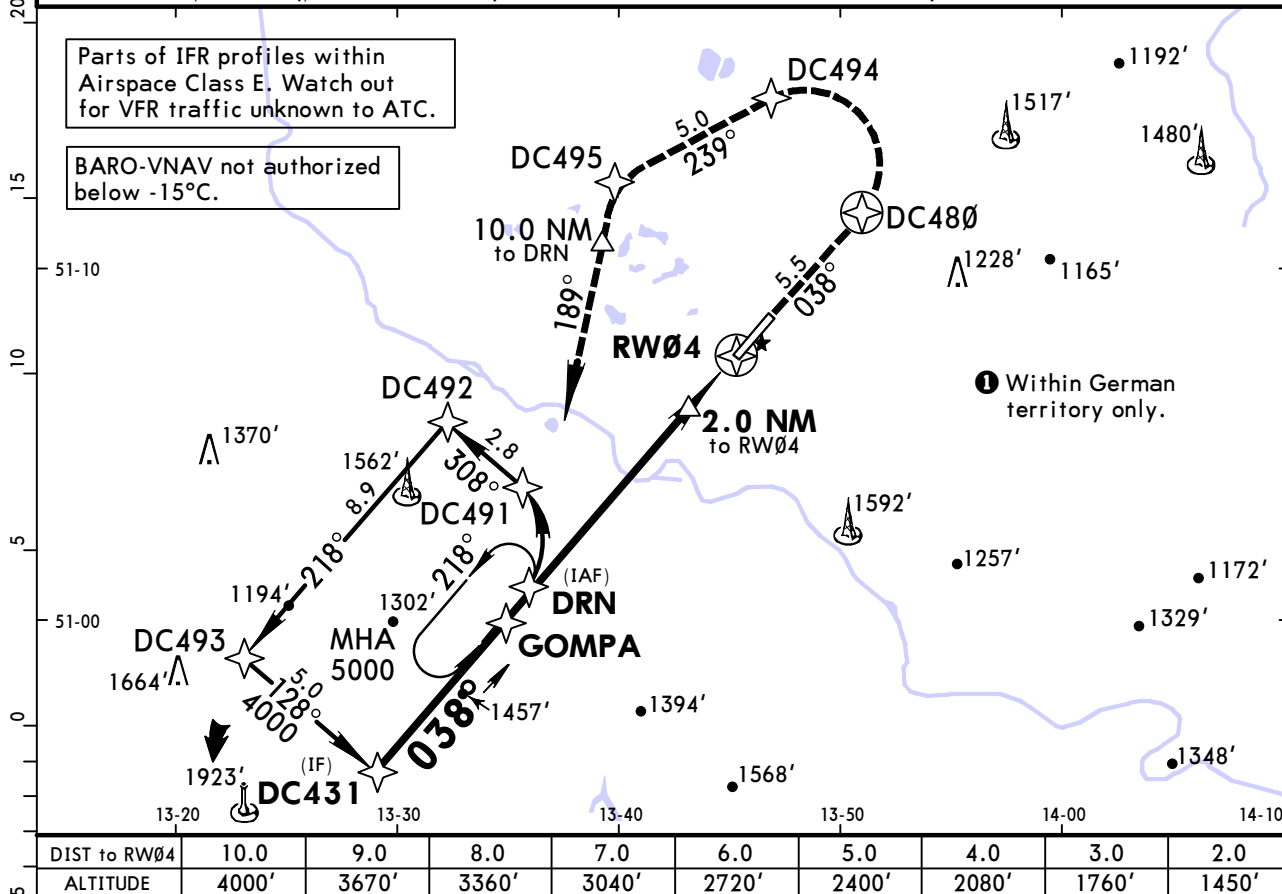
EDDC/DRS
DRESDEN

15 JUN 18

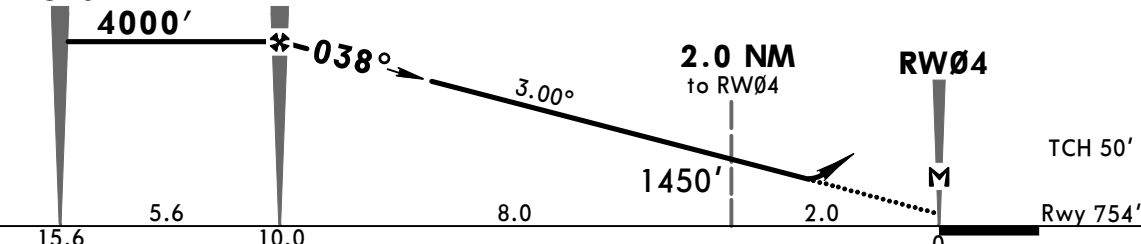
(12-1) Eff 21 Jun

DRESDEN, GERMANY
RNAV (GPS) Rwy 04

D-ATIS	MUNICH Radar (APP)	DRESDEN Tower	Ground
118.880	125.875	122.930	121.980
RNAV	Final ApcH Crs 038°	Minimum Alt GOMPA 4000' (3246')	LNAV/VNAV DA(H) Refer to Minimums Apt Elev 754' Rwy 754'
MISSED APCH: Climb on 038° to DC480 or 2500', whichever is later, then turn LEFT via DC494 on track 239° to DC495, turn LEFT on track 189° to DRN climbing to 5000'. Cross 10.0 NM to DRN at 4000' or above.			
4300' 1 MSA ARP			
Alt Set: hPa (IN on req)	Rwy Elev: 27 hPa	Trans level: By ATC	Trans alt: 5000'



DC431 GOMPA



Gnd speed-Kts	70	90	100	120	140	160	ALSFI	DC480	2500'
Descent Angle	3.00°	372	478	531	637	743	849	↑	↑
MAP at RW04								↑	↑

STRAIGHT-IN LANDING RWY 04				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	MDA(H) VIS
DA(H) A: 1040' (286') BCD: 1080' (326')		DA(H) 1120' (366')			
ALS out		ALS out		100	1230' (476') 1500m
A	RVR 750m	RVR 1400m		135	1360' (606') 1600m
B				180	1460' (706') 2400m
C	RVR 800m	RVR 1500m	RVR 1000m	205	1460' (706') 3600m
D					

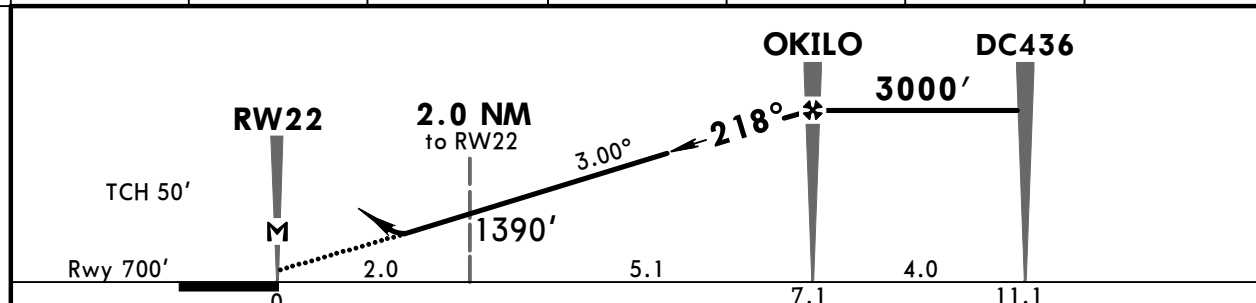
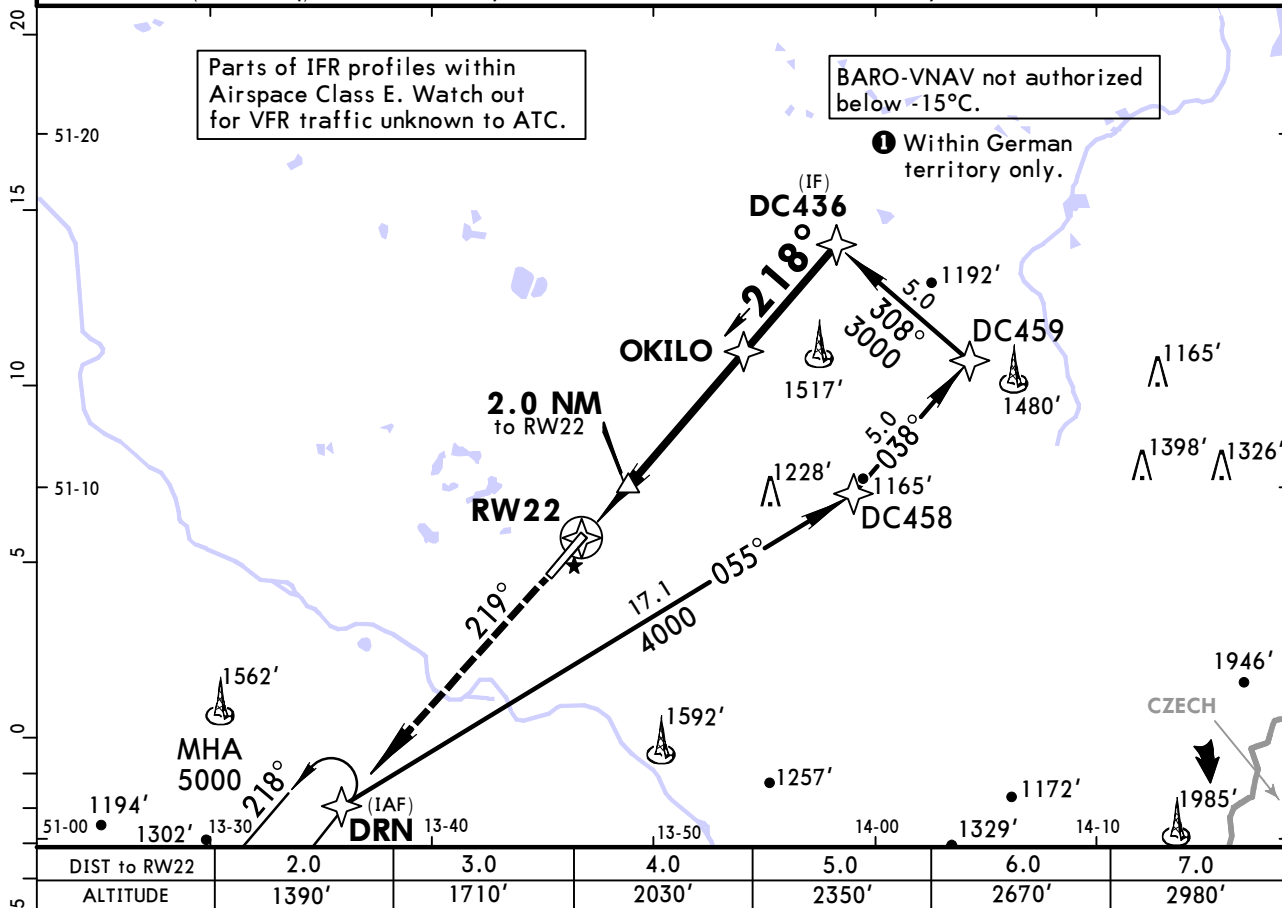
EDDC/DRS
DRESDEN

JEPPESEN
15 JUN 18 12-2 Eff 21 Jun

DRESDEN, GERMANY
RNAV (GPS) Rwy 22

BRIEFING STRIP

D-ATIS		MUNICH Radar (APP)		DRESDEN Tower		Ground	
118.880		125.875		122.930		121.980	
RNAV	Final Apch Crs 218°	Minimum Alt OKILO 3000' (2300')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 754'	Rwy 700'	4300' ① MSA ARP	
MISSED APCH: Climb on track 219° to DRN to 5000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 25 hPa		Trans level: By ATC		Trans alt: 5000'	

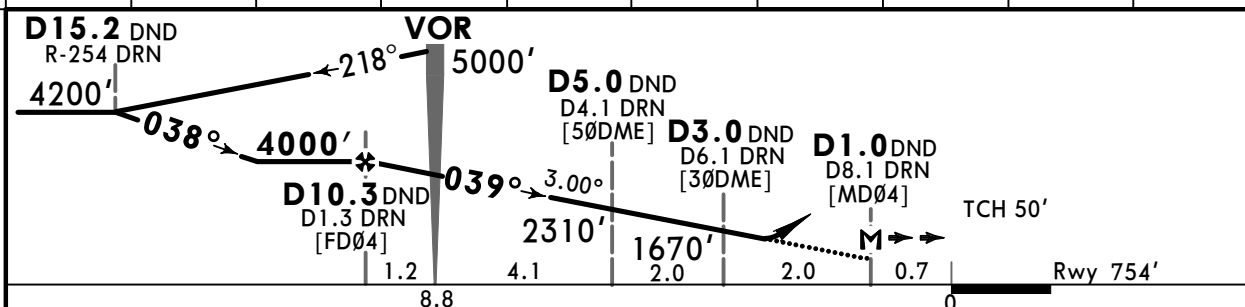
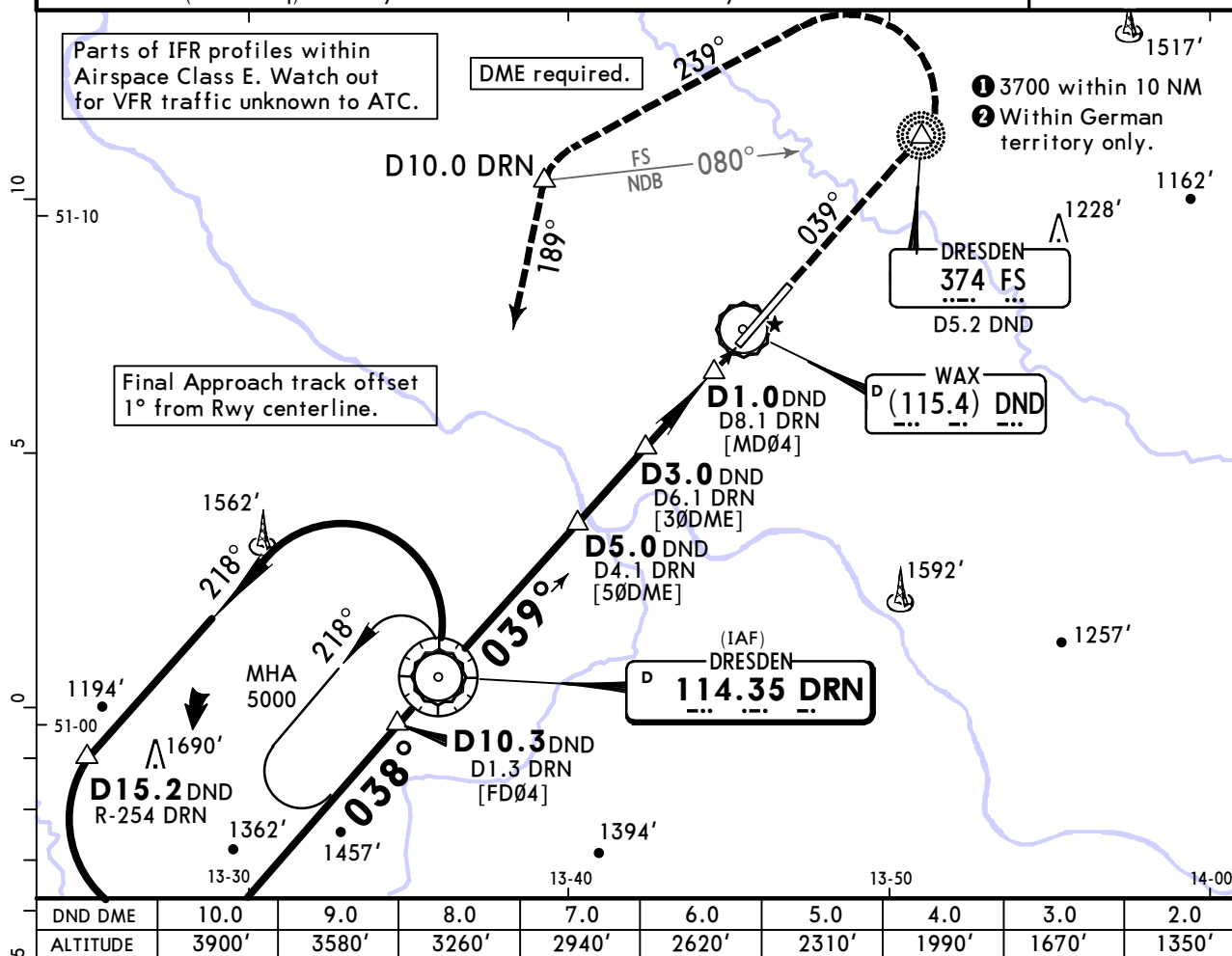


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	DRN on 219°	5000'
Descent Angle	3.00°	372	478	531	637	849			
MAP at RW22									

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
DA(H)		LNAV		LNAV	
A: 1021' (321')		C: 1041' (341')		DA(H) 1150' (450')	
B: 1031' (331')		D: 1050' (350')			
ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 800m	RVR 1500m		100	1230' (476') 1500m
B				135	1360' (606') 1600m
C	RVR 900m	RVR 1600m	RVR 1400m	180	1460' (706') 2400m
D				205	1460' (706') 3600m

DRESDEN, GERMANY
VOR Rwy 04

D-ATIS		MUNICH Radar (APP)		DRESDEN Tower		Ground	
118.880		125.875		122.930		121.980	
VOR DRN 114.35	Final Apch Crs 039°	D10.3 DND 4000' (3246')	DA/MDA(H) Refer to Minimums	Apt Elev 754' Rwy 754'			
MISSED APCH: Climb STRAIGHT AHEAD to NDB/D5.2 DND or 2500', whichever is later, then turn LEFT onto 239° to intercept R-009 inbound to VOR, climbing to 5000'. Cross D10.0 DRN/ 080° to NDB at 4000' or above.							
Alt Set: hPa (IN on req)		Rwy Elev: 27 hPa	Trans level: By ATC	Trans alt: 5000'		MSA DRN VOR	



Gnd speed-Kts	70	90	100	120	140	160		FS 374	2500'
Descent Angle 3.00°	372	478	531	637	743	849		D5.2 DND	↑ whichever is later ↑
MAP at D1.0 DND/D8.1 DRN									

Standard	STRAIGHT-IN LANDING RWY 04
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CIRCLE-TO-LAND

CDFA

DA/MDA(H) A: **1110'**(356') BCD: **1120'**(366')

		ALS out	Max Kts.	MDA(H) _____ VIS _____
A	RVR 900m	RVR 1500m	100	1230' (476') 1500m
B	RVR 1000m		135	1360' (606') 1600m
C		RVR 1700m	180	1460' (706') 2400m
D			205	1460' (706') 3600m

EDDC/DRS
DRESDEN

JEPPESEN
4 MAR 22 (13-2)

DRESDEN, GERMANY
VOR Rwy 22

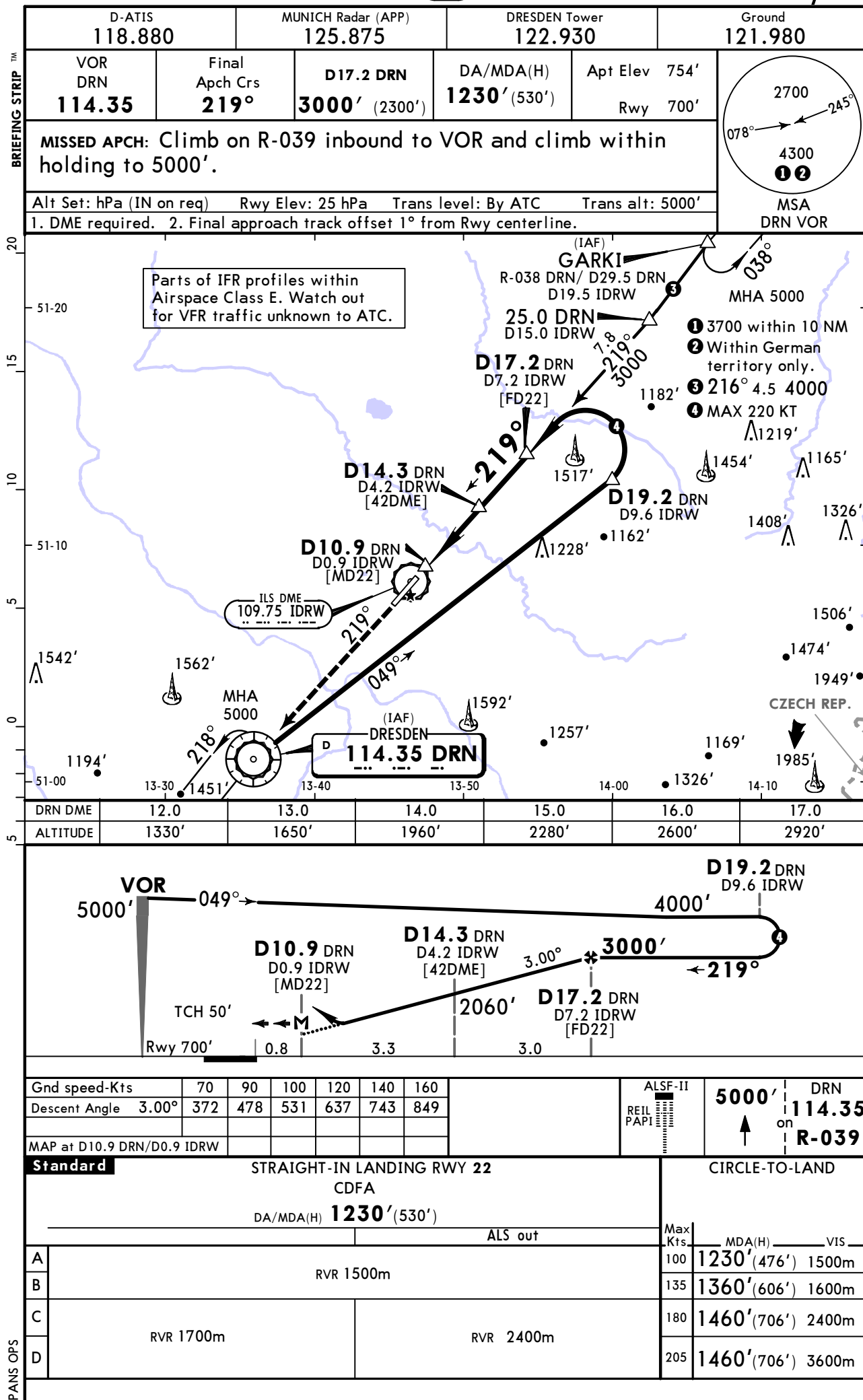


Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DRESDEN, (DRESDEN - EDDC)				
REV	AIRPORT, AIRPORT INFO, TA...	10-9	28 Jul 2023	
REV	PARKING STANDS & COORDS	10-9A	28 Jul 2023	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDC

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.